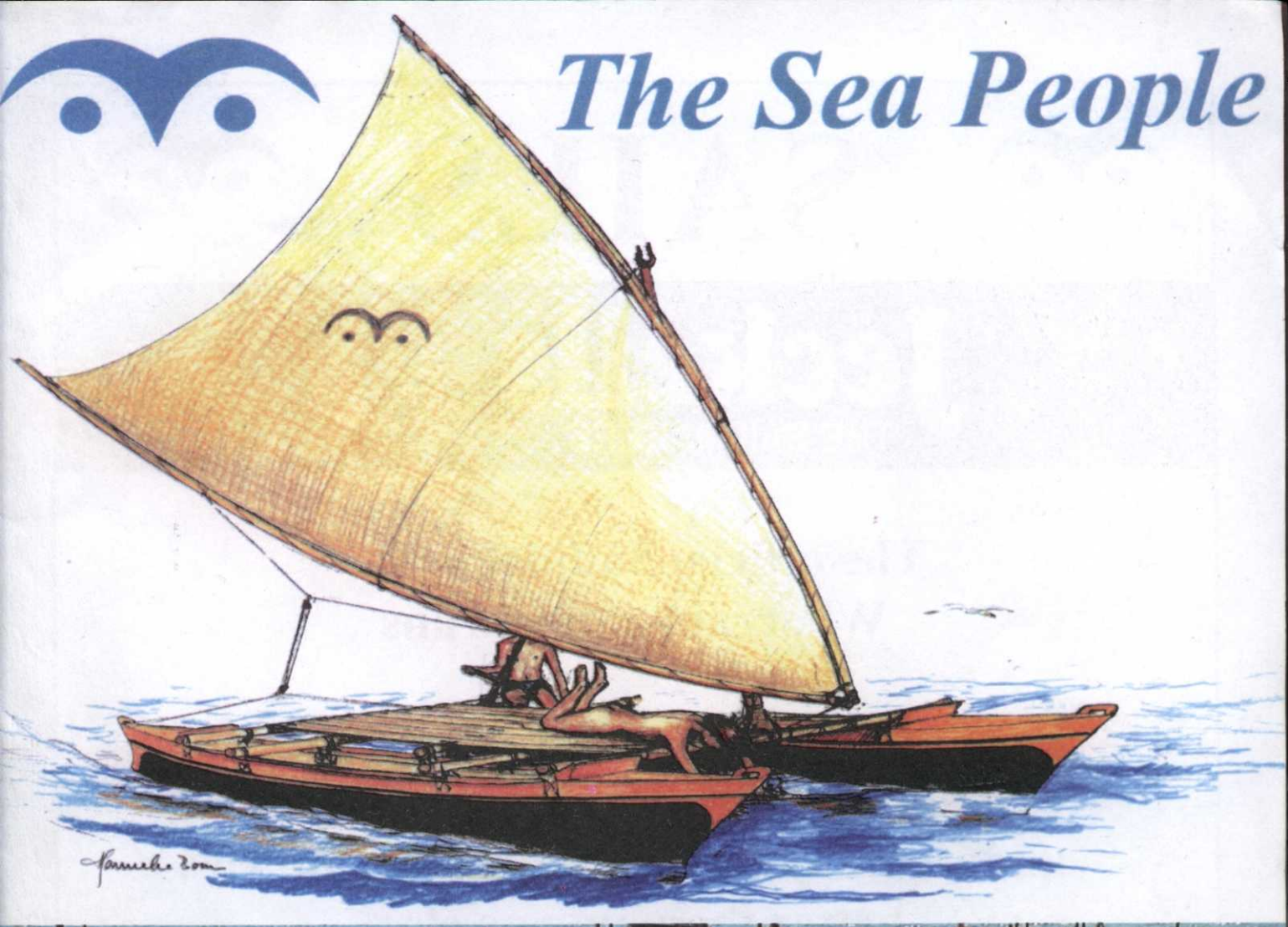
The Sea People



No 63

MAR 2006

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Contents and Contacts

The Sea People

Magazine of the

Polynesian Catamaran Association

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Editorial	Thanks from your editor	5
News	News FOR Sea People	4
	News FROM Sea People	11,19
	Beale Park Boat Show	14
	Tikopian Canoe Project	15-17
	Faces of Sea People	32
Seamanship	TARAIPO: Reaches Malaysia	8
	North Sweden News	6
	Moon & Tide	22
	Cat Corner Glenans Isles	12
Construction	Tanoa piti Launched	18
	Cat Knapp—One Man's Journey	18
	PHA Freestanding Masts	24
	Jumble Masts	26
Hints & Tips	Keeping Moving / Dumpster Marine	10
Pot Pourri	Commodores Winter Wanderings	28
	Ditty Bag	29
	Letters	30
	Humour	31

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COVER

Tahiti Wayfarer sketch by Hanneke Boon

Tahiti Wayfarer—James Wharram Design

From the PCA Constitution:
The objects of the Association are to promote and further the interests of builders and owners of Polynesian Catamarans, and to encourage the development of good seamanship in all its aspects amongst the association's members.
"Polynesian Catamarans" shall mean the various classes of catamarans as designed by James Wharram.

News for Sea People

It's that time of year again

When we ask for nominations for all committee positions.
They should be sent to the PCA office by 31st May 2005 (so we can include them on the ballot that goes out with the June magazine. Ann Clement is stepping down so we'll be looking for a US East Coast representative.
Ken would like to offload some secretarial duties to a willing deputy too.
Please contact your nominee to make sure that they are willing to serve, location is not a problem, we've been working with committee members from Australia to California for the past 5 years.

So what happened to the promised constitution? A number of things really. All stemming from one point, that of appointment of auditors at AGMs as mandated in the original constitution. It was pointed out that no committee in memory had ever acted upon this and it was suggested that it should be removed.

Discussion and agreement on this point was reached by the committee but too late for the December magazine. The secretary undertook to send it out with confirmation of renewals but an overload of work on Ken prevented this from happening.

So finally, you are receiving it as an insert with this magazine. It is a proposed revised constitution for your comments and will be voted on at the AGM later this year.

We can still entertain modifications but bear in mind this initial constitution is designed as correcting/updating the old/ outdated one. Bells & whistles can and will wait for a later review. Several committee members already have some ideas for future inclusion.

Dave Peak, your Commodore

2006	PCA Meets & other Events	Contact
April 15 16	Early Birds @ Bembridge I.o.W	Allan Jones
May 27-29	Channel Cruise from Poole	Ken Hook
June	Austrian Wharram Meet Lake Neusiedlersee	Gerald Winkler
June 9-11	Beale Park Boat Show	Ken Hook
June 23-25	Scottish Meet, Loch Melfort, nr Oban	John Cooke
July 14-16	French Meet, Isle of Glenans	Bertrand Fercot
July 28-30	Douarnenez	Betrand Fercot
Aug	Markenmeer, Netherlands	Gerard Janssen
Aug 26-28	Poole	Ken Hook
Sept	Austrian Wharram Meet Lake Neusiedlersee	Gerald Winkler
	New Events to think about for 2006	
Sept	Jersey C.I.—Granville Race	
ALWAYS	CHECK WEBSITE FOR LATEST INFO– or	PCA Office

How to host a Meet

What's needed to host a meet ?
Enthusiasm & optimism
Minimally one (or two) boats, preferably Wharrams
A couple of anchorages within a day's sail
Pre-designated pickup points
Site for a BBQ or inexpensive restaurant
Free/cheap parking nearby for visitors by road.

Some PCA members have invited members to their areas with little or no turnout but continue to extend the invitation. This is the kind of optimism & enthusiasm needed. I've attended meets at 4 different locations. They've all been different and they have all had their own personalities and charm.

Organising a regional social is even easier -

All you need is to designate a time and a place,. The PCA will willingly assist with notification via website, e-mail, magazine and regional snail-mailings (these usually produce best results).

*** A burgee or item of PCA clothing will be given to all hosts of PCA events/rallies.

Thanks for your contributions

They really do make my life as editor a lot easier and enjoyable. Keep them coming. I often think of the contributions as the fuel that drives the engine that is the SeaPeople magazine. Without the fuel, there'd be no output. A side effect of the variety of material that we receive, is that it serves to generate additional ideas for future articles from myself or other contributors that I can call upon.

On the photographic front we need to work on some photos that don't appear in this issue and on a personal level I'd prefer to see smiling faces enjoying being out and about on Wharrams. Try and coax your subjects to smile just a little and please wait for them to face the camera. Backs of heads and bums make it difficult for us and your fellow members to greet you when they see you out on the water.

It never ceases to amaze me at the diversity of PCA members, young—old, liberal—conservative, the different nationalities all drawn like moths to the flame that are the Wharram boats/designs.

It also brings a smile when I see the different approaches to the same problem come to fruition, never more aptly illustrated than with Betrand Fercot and Tim Cox differing approach to creating their respective masts. I loved the humour of Tim's approach as much as the technical aspects of Bertrand's method.

I think this diversity of members interests and lifestyles makes the PCA such a rich organisation, I can't think of two more diverse lifestyles than mine in the computer driven financial world and the fulfilling lifestyle that Olovi Harkonen, way up in the wilds of the far north of Finland, enjoys.

Caio, Dave

Don't Forget! Sign up a new member this year and get a free back issue

All members submitting articles for submission to the mag, will be entered into a drawing at the AGM. Prizes will consist of PCA clothing/burgee/items that have been presented in the money saving column for that year.

Articles for submission to the mag can be sent to the PCA Office or electronically to
pcatxt@pca-seapeople.org (for articles, simple txt is best, .doc (MSWord) is fine also)
and pcapix@pca-seapeople.org (for pictures or drawings) .jpg format preferred (others less so)
(pictures should be scanned in at 300dpi resolution and size should be no more than 300Kb please)
(please keep total transmission size to 500Kb or less, 3 x 300Kb files are easier to transmit/receive than 1 @ 900Kb)

© 2005 Polynesian Catamaran Association All members contributions in the form of articles, letters and photographs (B/W or colour print or transparencies) are welcomed by SeaPeople. All material will be returned to the contributor if requested. In any event the PCA can accept no responsibility for loss or damage to contributions. All material accepted solely on the basis that the author accepts the assessment of the PCA as to its value. All material submitted to the magazine is accepted on the basis that copyright in the work will be vested in the PCA who assumes all rights world-wide, in all forms and media. Reproduction in whole or in part without written permission is prohibited.

PCA Membership Application Form

Hi, if you're reading this and you're not a member of the PCA, is it not time you joined? VISA and MASTERCARD welcome.
It's £20 for a calendar year (approx $37US) and **new** members get 1 free back issue of the Sea People magazine
Your Name (as shown on credit card)..... Card Number.....
Card expiry date ../20..
Your Address.....
.....
Post this to - PCA Office, 118 Howeth Rd, Bournemouth, BH10 5NS, United Kingdom or
Contact the secretary for alternative ways of paying or supplying credit card details to the office
+44 (0)1202 531445 or email Secretary@pca-seapeople.org or PCA@sea-people.org
Please give us phone number, email addresses etc. to help the office and other PCA members contact you.

News from the North (of Sweden) Jo Johannsen

Hello SeaPeople,

To paraphrase the 'Stones', "Allow us to introduce ourselves". This is Jo & John from the north of Sweden. I'm John, ancient hippie and student of philosophy, I'm doing the writing, Jo is the wild punk, nature-boy sailor. We share a workshop overlooking the river with Jo's wife Sara and last year we started building Wharram Melanesias. Unfortunately the central heating boiler blew up on the first day we moved in so now it's warmed up with an primitive oil-drum furnace jerry-rigged by the JazzBoats design team (John & Jo). Because of the extreme temperatures here (-35c) Jo and I have to run up and down from our homes at all hours of the day and night in freezing weather to throw wood into it. As we say in Sweden it's "hard bananas this year again".

When we read your magazine it seems that everyone on the pages is a super expert** that has been sailing since before they could walk (like Jo) and so we thought some of your readers might be interested in seeing how it goes for a complete beginner.

** I learned from an old salt that everyone in a boatyard is an expert (in their terms of reference) listen to everyone and then stand by your own decisions is my credo—Ed

I'm 62 years old and when I was 60 I decided to learn something new and Jo suggested sailing. Get the picture, the only small boat I've ever been on was a motor torpedo boat between the islands of Tuvalu (sick as a dog all the way), so I don't know my jib from a hole in the ground and the only thing between me and a watery death is a inch thick piece of wood (Scary!). Jo is German, I'm English and Swedish is our common ground, so the instructions are flying around in some kind of hybrid language like: "Get das fock vi ska upp into der vind." "Kom runt en bit du est för high."

As we old guys have realised that we are not immortal, learning to sail is a journey through fear but I learned the sentence that makes the difference between sailing and sitting on a bit of wood like a scared rabbit, "Keep your eye on the (sp)arrow." Last summer we sailed around the islands of the High Coast in Fenix, a 50 year-old wooden Scandinavian Folk Boat that Jo rescued from the knackers. Despite the rough and ready style (a combination of hippie gentleman and punk goatherder) she is a charming and trustworthy lady. She's been given a new lease on life and she's paying it back by helping Jo teach me to sail.

The High Coast is still rising out of the sea at a rate of about 1cm. a year. This is caused by the release of pressure since the melt down of the last ice age. The coastline is impressive and alternates between lush coastal farms, tight pine-forests and bleak grey granite. On our trips I've learned that sailors like to do things in their own way, we once sailed for a while in the company of a Viking repro boat, another time a Medieval repro boat and once a large fairly modern boat that appeared to have been built for a normal (Bermuda?) rig but had been converted to a Viking rig. As I said I'm a newbie with only two seasons on the water but that's how it looked to me.

One weekend we decided to visit Cherry Cove for the annual trad-jazz festival that's hosted by 'Mankind's Memories' an open-air museum run by the Swedish artist Anders Åberg. As we sailed into the Crooked Head Bay harbour we could hardly believe our eyes, a trimaran, big and yellow. You could see at once that this was something special, the future just staring you in the face, trim and proud. We spent the first hour in port giving the

captain, a man of patience and good humour, the third degree and he wasn't phased at all at being questioned by a couple of coast-rats smelling of cramped quarters, tar, oil and exotic spices.

As far as I was able to gather with my limited understanding, this boat is a prototype designed and built in 1995 by a guy that worked as a designer in the aircraft industry. The mast is a rotatable hollow teardrop composite. The hulls are built of pressed foam between plastic sheets and each outer hull is equipped with a wing that can be lifted or lowered into the water. The wings counter drift and it is rumoured that they can even provide anti-drift into the wind because, like aeroplane wings, they're asymmetrical. She weighs in at 1200 kg compared to little 'Fenix' who weighs in at 2.5 ton. When the present owner bought her he had to visit three islands along the coast to pick up the hulls that for some obscure reason had been separated. She is reputed to be the fastest privately owned sailing boat in Sweden and having seen her I believe it.

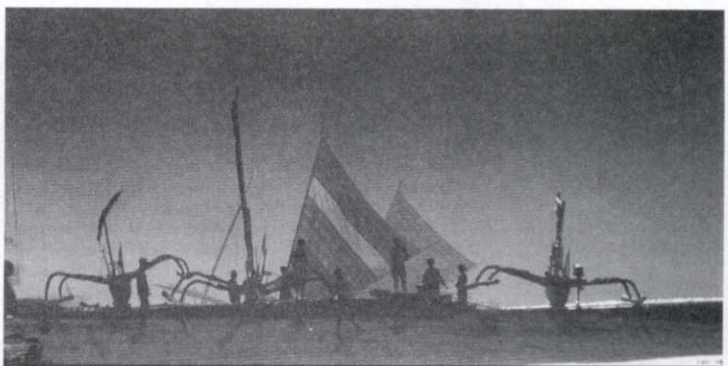
We left the harbour early on Sunday with Jo's mother-in-law and two-year-old son Alvin on board and sailed a little after dawn between the cliffs of the Crooked Head Passage out into the more open waters of Open Cove Bay to wait for the phantom trimaran. We watched as they left the passage, met the bay breeze and hoisted sail. The 'race' was on. We had a head start, plenty of water between us and them, but could we beat them to the Baltic? Of Course Not. Döö! They came after us like the proverbial Bat Out Of Hell. Looking over the stern was like watching a film; she didn't seem to be gaining on us, just growing really fast. When we were caught she danced around us and we gaped at her maneuverability, amazing, 'poetry in motion'. Finally they waived goodbye and disappeared over the Baltic horizon. Thanks for the memory.

Now the sailing season is over. We have made the year's final trip to the harbour in Hug Rapids and lifted Fenix onto land and wrapped in her protective winter cocoon. The north winds are bringing the temperature down and as we await the onset of the arctic winter we dream of gliding in our Wharram catamarans across the wide and welcoming South Pacific Ocean. Here in Rapids Hill and up in Headland Fields, the nearest village, we all keep a wary eye on the thickness of the ice as it grips the surface of the Regretful Man river and on the rolling grey clouds pregnant with the promise of snow.

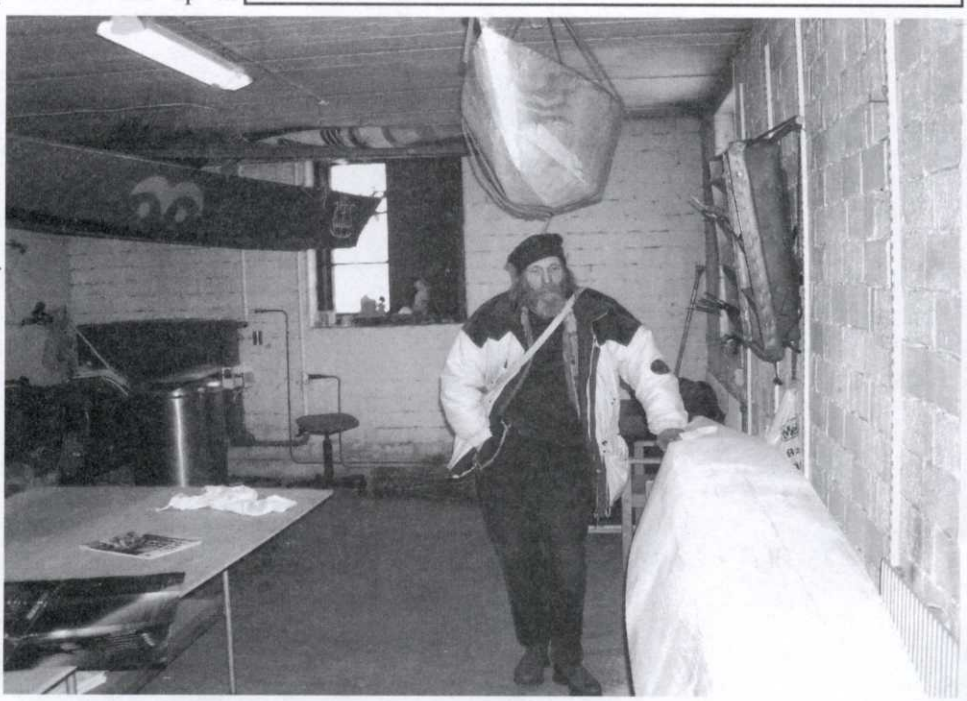
'Mamma' (540), our first Melanesia, has been dismantled and is hanging safe and sound in the roof beams of our workshop basement after a bumpy first season. Our first attempts at navigating a Melanesia were on the fast rolling, variable width river where we were harried by changeable winds and hampered by a too heavy outrigger. We had also rigged her with a windsurfing sail and attempted to steer with a 1950's East German canoe paddle (RIP) which resulted in 'Mamma' getting a few knocks, but she survived. Under her somewhat

scarred keel work continues on 'Gry' (570) and 'Three' (580) that are both nearing completion. We are considering roping 'Gry' and 'Mamma' together, adding rudders and sailing 'Gramma' as a RiverCat next season. At the same time as we work on 'Gry' and 'Three'; are we are also building our 17′ Haiti so we have our work cut out for the next year or so.

Thanks Guys, but how about some pix of the Melanesia/ Hitia sailing next time, summers just around the corner. Well maybe not for you :-(
Fresh Winds and Fair Skies, Dave Peak Editor



The curvature on the Phantom Tri in the article reminded me of these traditional Filipina trimarans beams, another 2000 years and the west will get them right.



Taraipo's Progress (cont'd from #62) John Jameson Tangaroa I

December 2005

Taraipo has sailed 6000 miles this year from NZ via Fiji, New Caledonia, Australia, Indonesia & Singapore to Malaysia. She is now licking her wounds in the Langkawi archipelago, after another surprisingly arduous passage, beginning in Darwin with 3 weeks of blazing sun, no wind and oily calm in the Timor Sea. Eventually the spectacular Indonesian islands lifted from the heat, still no real wind and lots of current, so strong that we had great difficulty in reaching Bali - the Jawa Sea exits south, though the islands into the Timor Sea. Bali was a disappointment, we were obliged to bargain with the authorities (Navy, Immigration, Customs and Harbour Master) in order to avoid buying a $350 cruising permit. We paid a $50 backhander to the Navy officer for an "emergency stopover" of 3 nights, in a run-down "International Marina" It was nevertheless a good "pit stop" for us after 1000 miles. We filled up with fresh (but warm) water, cheap diesel (40 litres - half a tank) and cheap fresh and tinned food at the Makro!! Cash & Carry. All cars and taxis entering are inspected for bombs underneath with mirrors on trollies, a scary reminder that suicide bombers are nearby - every street cafe, shop, office, marina had new goodwill flowers placed daily in each entrance.

N.B. Darwin (AUS) had been a great 3-week stopover, anchored outside Cullen Bay Marina, mostly gentle winds but roaring tides, Seawater crocodiles and lethal Box Jellyfish - I had one quick swim before departing to scrape off the odd barnacle and clean the water intakes, speed impellor and depth sounder.

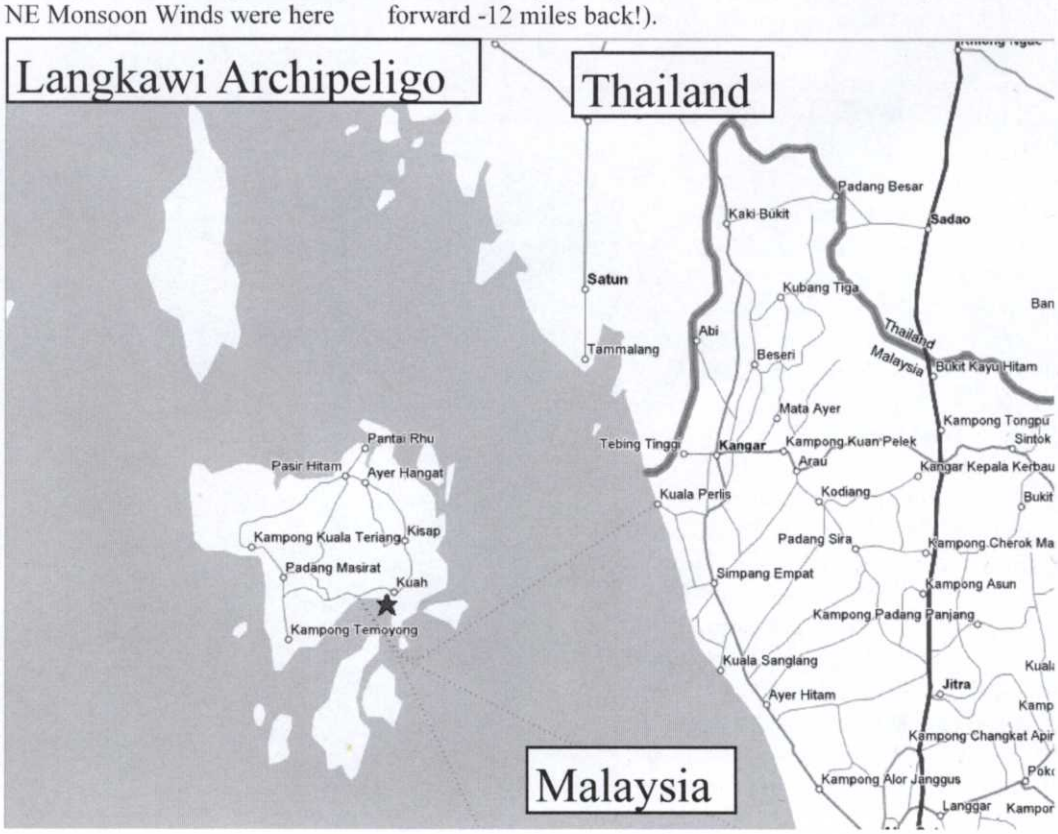
We had a great sail out of Bali, got the tides right and it seemed that the long awaited NE Monsoon Winds were here to stay. We sailed through hundreds of claw sailed spider like trimarans fishing the NE corner of Bali - truly amazing craft, with a centre hull 5 metres long and bamboo outriggers, fast and seaworthy working from a lee shore.

The "Monsoon" did not last, we were still in the transition period from SW to NE Monsoon 'tho we already had the current against us and what wind there was, was right on the nose. It was a long 1000 miles to Singapore.

The Java Sea is very shallow and we experienced no swell. But it is a very busy place, 25 million people live on Java and all need feeding. The first night out of Bali, Taraipo was tearing through what assumed was a new oilfield - lots of static bright green and orange lights, then one we had passed gave chase... " nightmare, they are fishing boats using arc lights to attract the fish.

Every night there were always at least 20 fishing boats around our horizon - they seemed to sense our foreigness and move off our track as we approached, at dawn they melted away, so small and so distant were they. A vivid recollection - having passed between two unlit reefs on GPS only, a dodgy practice, with dawn breaking, we hit a rain squall. Suddenly out of the murk a 50' un-painted fishing boat, was charging at us, he must have had us on radar, he managed to steer clear, we are a sitting duck in those situations and grateful to experienced lookouts on approaching vessels. N.B. Taraipo has two radar reflectors, one at the masthead and the other on the rudder head to ensure we give a good echo. For 40 days and nights in the worlds busiest shipping lanes we never had to take avoiding action and only felt really threatened by a ship and once by a tug with a long tow in the Inshore Traffic Zone of a T.S.S. There is a lot of tug traffic in the Java sea and in the Malacca Straits towing mostly lighters but we have been chased by a floating crane and followed beautiful lit oil rig one moonlit night. The weather is very squally and impossible to predict.

We nearly had an epic crossing of the Singapore Straits (mega ore carriers passing every 10 minutes in both directions) in a zero visibility rainsquall. The second big hit was near Melaka, that one split our mainsail from leech to luff. Next day our valiant 25 year old diesel gave up the ghost, holding us against the diurnal current (12 miles forward -12 miles back!).



Fellow PCA member Don Liddard spotted *Taraipo* while holidaying in Langkawi but was unable to make contact or get real close shots. The shot below shows the sun isn't always shining in the tropics as *Taraipo* emerges from the gloom of another rainsquall.

passed it, a small net boat with a lantern on the bow. Tack! Tack again, and again.

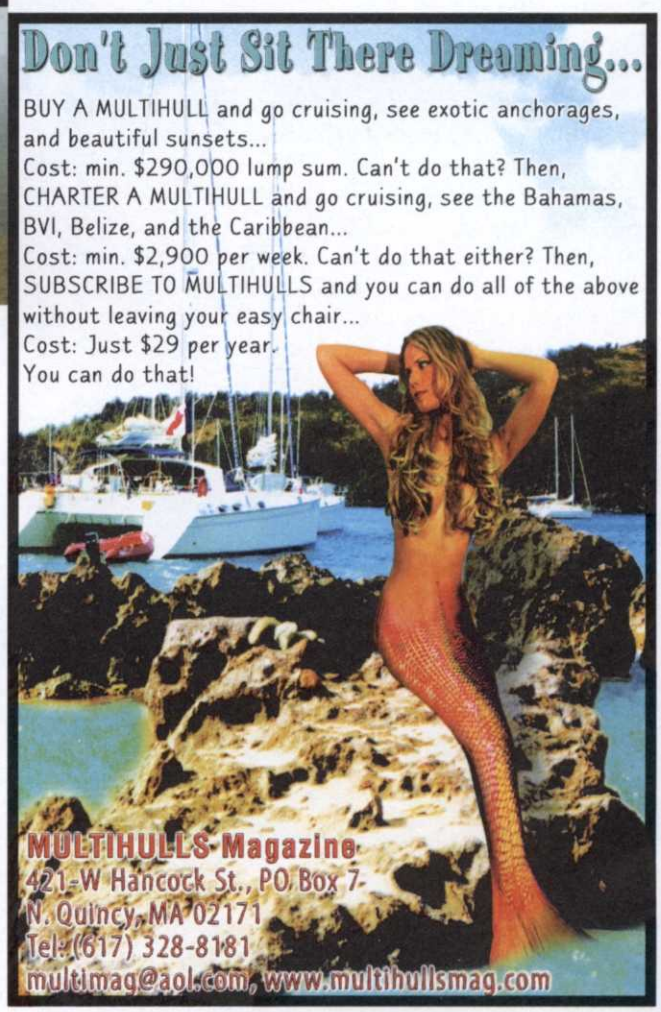
Taraipo is magic in those conditions, single-handed put the helm hard down, as she goes through the wind, step, adjust the jib sheets, then settle at the helm again and listen to the silence of the friendly, sleepy fishermen in the 50 little boats surrounding us. We anchor inshore of them and at dawn, they all roar by with air cooled, lawnmower engines, driving their homemade 'longtail' outboards.

We had been at sea for a couple of weeks since leaving Singapore - one day melting into the next - the night watches getting more and more confused. When we started out, the distance reading on the G.P.S. calculate function was about 500 miles " strange we still have 528 miles to go", I said, "better to check our position and waypoint".
Very weird - oops, I have entered the waypoint S of the equator and the distance away from our waypoint is growing daily!

So Nicole set to with palm and needle - it took us a day to get back to full sail power - but it took a long, long time to get to Langkawi Peninsular in Northern Malaysia.

The interpretation of ship light regulations gets worse as the years go by. Tugs often do not light their tows, fishing boats rarely show port and starboard lights and often exhibit flashing red, amber or green lights, big ships now have two orange arc lights on the stern to ward off pirates, and yachtsmen exhibit flashing red lights at anchor - can be unnervingly difficult to interpret at times.

We had a lovely experience tacking into Langkawi in the early hours, very, tired, Nicole is plotting and Taraipo is ghosting at 4 knots, in flat water, I can see white lights ahead, low down - we think we are heading for a sandy beach, "maybe they are constructing something?" No, they are fish traps - oh, hell, they are small lights, we have just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BUY A MULTIHULL and go cruising, see exotic anchorages, and beautiful sunsets...
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CHARTER A MULTIHULL and go cruising, see the Bahamas, BVI, Belize, and the Caribbean...
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Hints and Tips Ann Clement

Keeping things moving.

Let's imagine the feeling that will wash over you when you finally get that boat launched. We looked at our boat sitting by the dock with all or friends aboard and the boat actually moved about in the water all by herself. Wow!

After we got the masts in, the sail on, and the details sorted out mostly, we left the harbor and knew we would not be back. When the harbor lock gates opened, we moved out into the river and headed for the salt water in the estuary and went further down stream to the open ocean. Our friends were taking photographs from shore and shouting and waving. Then three days later we were crossing the Bay of Biscay and that year we crossed the Atlantic. That same trip could easily be done in a Tiki 30. That design is so seaworthy, my son is building one.

I think the main thing is to take time EVERY DAY to glue something into the boat or dry fit something ready for gluing. EVERY DAY. It might only be a small thing, but it will be a step towards the goal.

When we were building we had a list going so, for instance, we listed the little tasks in building the tiller crossbar. Select the particular timber and cut to length, shape with grinder and plane and sand, screw and glue, fit with hardware, epoxy coat and put aside for paintwork later (not in the sun). So what if each of those jobs is done in a different day. At least you have a tiller crossbar at the end of the week! Even working one half hour makes a difference and you have a list to remind you what needs doing next. Organization saves your time and doing lots of little jobs is still doing lots of work.

Then you can do a big job on the weekend like fitting the hull skin with maybe a buddy helping. Then you and the buddy can have some time in the evening together admiring your work. If your boat-building buddy happens to be your sweetie, please kiss her and thank her. She will be happier then. She will help you more next time. You need her now to build the boat and you need her more to share the boat later on. Do not become a single hander before you even get cruising because that is less fun. Believe me. And sailing women are hard to find.

The main way to save time is to toss out the TV. Listen to the news on the radio while boat building. Listen to music while boat building. Talk together while boat building. On the weekends, have lunch at the building shed wearing your dusty work clothes. You can practice packing a picnic basket so you will make good stuff when those picnics are ashore on some lovely island when you are cruising.

Daydream about cruising. Keep dreaming and working towards that dream. It will certainly come true then.

Set aside a few minutes each day for daydreaming—you know it's what got you started in the first place.—Ed

Dumpster Marine has the best prices! FREE!

A local cruiser here in Green Turtle Cay in the Abacos, Bahamas, has a nifty way of getting free bench drills and other tools for his boat. The local dump contains some tossed out battery-operated drills and other battery operated tools. The battery packs are now dead, dead, dead and it is no longer economical to replace them. But our friend solders wires to the appropriate battery terminals and attaches a cigarette lighter, and then he has a nice 12-volt drill to use aboard the boat. This guy has lots of tools that work this way including some well-respected names in excellent condition.

Also the dump has lots of dead golf carts. Nev went and fetched two of the plastic tops from them and is now fabricating a fixed Bimini with built in water collection system and room for two large solar panels. They are made of lightweight cream colored highly durable plastic. He found some stainless steel and some two by fours and now he is drawing his plans and gathering screws so the project is well underway.

For those able to hunt their own chickens and pigs, there are several in the dump. But it appears to be a gentle community of animals and the cats ride on the pig's backs sometimes apparently with permission, and then seem to be playing with the chickens. I just enjoy watching the critters play. There are also vultures at the dump, which soar beautifully but look ugly up close.

We always find a few cruisers and locals there recycling stuff. I think any Wharram builder would find lots of materials there and this tiny island benefits from having stuff reused rather than tossed into the dump.

There is often lignum vitae wood from tree clearing and other hardwoods. Some of the older homes are being rebuilt and the old wood is rare and great for boat projects. Local artists use it for woodcarving or boat model making.

An old bucket can have the bottom cut out and a clear plastic new bottom stuck on from the inside with 5200 or Sikaflex and it can be used to see the set of the anchor from the dinghy or find conch or where the fish hide. When you catch the fish, put them into the bucket.

Go to the dump and meet highly cultured or artistic individuals, other cruisers, nice animals, and get good stuff free! But wear boots because of the broken glass and other sharp stuff on the ground. A hack saw, screwdriver, wire cutters, and some rope have been helpful. And you might need a back pack for the goodies you bring home.

Love Ann & Nev

News from Sea People

UK—AN AFTERNOON SAIL

This is not the most amazing tale of adventure and daring do but it was a most enjoyable weekend and shows the kind of sailing that one can expect of the smaller trailer Tiki's. My boat is a Tiki21 (Ti-Ti) and lives on a drying mooring at Amble on the River Coquet in Northumberland. As well as sailing from Amble, I am also a member of Beadnell Sailing Club at Beadnell and their Regatta day was fixed for Sat 6th August, I wished to attend but not without something to sail.The solution was fairly obvious.

After overnighting in the port hull, I collected the crew at the Club house after enjoying a 6.00am shower and left Warkworth Harbour (Amble) at 7.30 BST. The wind was from the N.N.E and probably a Force 3 plus and therefore all plain sail was selected for the close fetch up to Beadnell. We arrived after a most exhilarating sail through a short steep sea some three miles off Beadnell point and were at anchor off the Harbour end some two hours and forty minutes after passing through the piers at Warkworth Harbour.

Interestingly we made significantly better speed over the ground than a Red Fox 20e which made the same journey on the same day and at approximately the same time. Which considering that the Red Fox is meant to fly to windward and that the Tiki is a catamaran is quite remarkable; although a force 1-2 would probably produce a very different result.

The Regatta day activities were then indulged in as precedent dictated and your correspondent enjoyed letting some of the club members examine his worryingly different boat.

The next day meant a late breakfast and then a trip back to Amble .The wind was still more or less out of the north and quite a sea had started to run, encouraged by a 4 -5 with gusts at 6ish. Again the Red Fox had to head back to the same port on the same day and the crew and I looked forward to an informal race as with enough persuasion the Red Fox is meant to plane. Unfortunately our selected sparring partner set of some hours before we thought it prudent, as we had no intention of risking the bar at the Amble with anything less than the full height of the tide over it. Any significant sea out of the north can make the bar at Amble a most exciting prospect that frequently involves white water and a pleasing confusion of the aquatic environment that some, your correspondent included, are happy to avoid.

Well with one reef securely tied in and two crew (a windy sail on a CAT generally encourages volunteers) we set off at 15.00 BST and ran wing and wing (under normal canvas) down the coast, with the boat handling the large rollers from astern with considerable aplomb. The ride took an hour and fifty minutes till we were safe over the bar and through the harbour entrance at Amble. The whole sail was really comfortable and the crew who had started dressed for Cape Wrath on a bad day in February quickly stripped down to boots, waterproof trousers and canvas smocks (why are canvas smocks hardly ever worn by smart yachties, great long lasting practical kit).

On arriving we could find no sign of the Red Fox and were a little worried for our friends but it turned out that with less tide over the bar when they arrived, discretion was regarded as the better part of valour and they proceeded south to Blyth. By all accounts the monohull had a fairly hairy ride south and its crew seemed surprised that we had enjoyed such an incident free and comfortable trip despite the fact that we seemed to have covered the ground appreciably more quickly.

I would be surprised if there is another small cruiser that could have done either trip more comfortably or more quickly. The Tiki21 is tremendous bang for your buck.

James Mackie

UK & POINTS SOUTH CREWING OPPORTUNITIES

Dear all,

My Naraii 4 *SueMandy* is almost ready. I am hoping to set off on my "run to the sun" in late summer this year. Malta is the target but will probably stop over for crew changes in Spain/Portugal/Gibraltar.

I need both crew plus information from anyone who has local knowledge or who has done the trip recently. Any info on cheapest, best, least hassle ports and anchorages is most welcome.

Some crew is needed for all OR stages of the trip and stop-overs will be made for crew changes as needed.
The trip is expected to take 3-4 weeks but would consider 1 week legs as a minimum. If you are interested, phone me on +44 (0)7771 505 460 or contact via the PCA office.

Dave Brooman

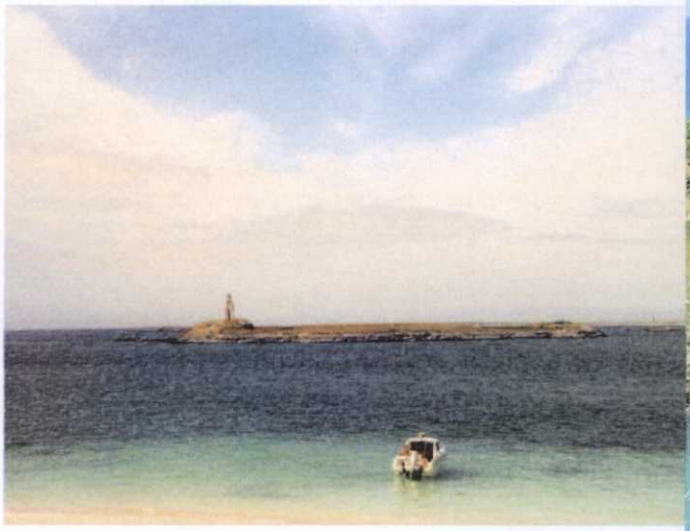
Former member Dave Barker went down about 2 years ago and Don Liddard is in communication with him I believe. Ann & Nev Clement would also be great contacts.
Crew changes might be well served by budget airlines to Lisbon/Faro (P) Malaga/Ibiza/Murcia/Majorca/Valencia (S) and even Sardinia.
At the London Boat Show I noticed an organisation Celtic Cruising or something like that that was on the Anglesey Tourist Office stand that was going to cruise down the Irish Sea . They might be a useful point of contact along the early part of the trip. Just as a passage planning tip, I'd coast hop (coz I like to) down to Cork taking Ushant out of the equation and wait for weather window that would allow me to make my westing early and thus not have to worry overmuch about clearing Finisterre
Fresh winds & Fair Skies - DaveP

Bastille Weekend Meet July 14-16
Contact Bertrand Fercot

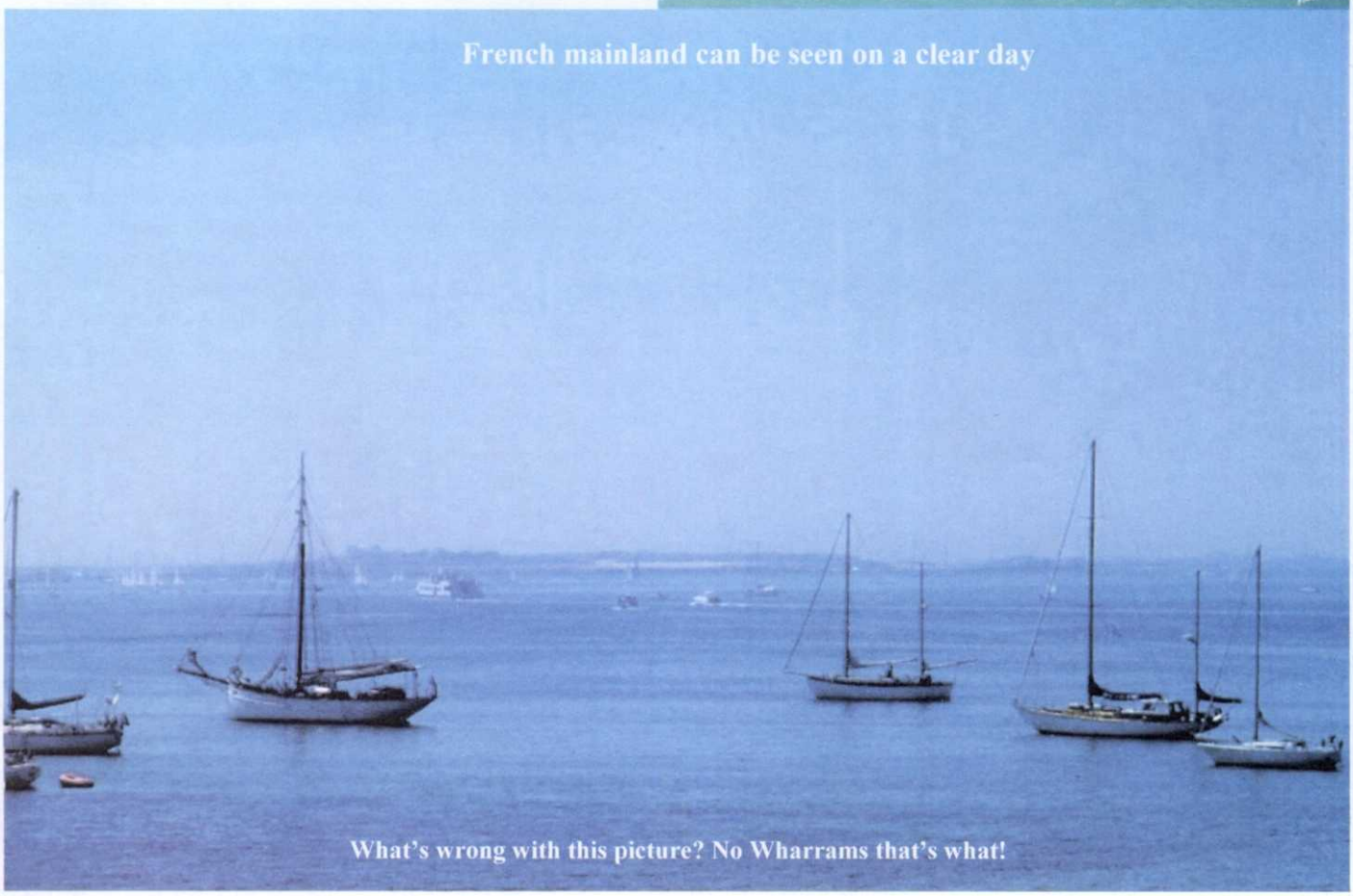
Tel +33 2986 88611 bmhfct@wanadoo.fr

Bertrand feels that there needs to be at least 3 boats committed to being there. That way we can offer some limited accommodation to members and others to experience the Wharram lifestyle at this magnificent location.

Non boat owners should bring simple non-perishable foodstuffs and sleeping bag.



French mainland can be seen on a clear day

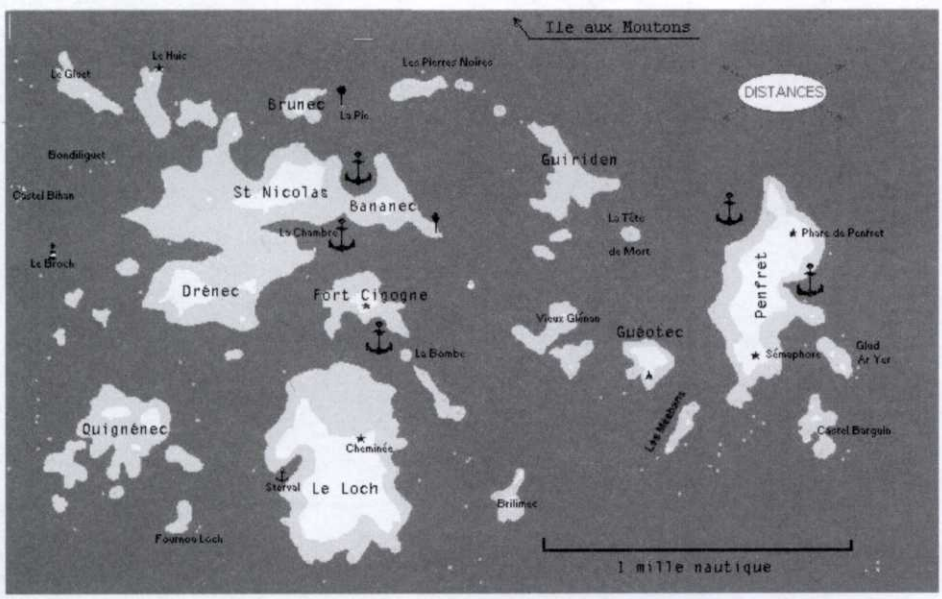


What's wrong with this picture? No Wharrams that's what!

Cat Corner—Îles de Glenans Rémy Roy

Almost every sailor in Europe and maybe in the world has heard something about the Glenans Sailing School. It is one of the oldest popular sailing schools in the world born just after the Second World War. But if the name is very well known, less people know that is also the name of an archipelago lying few miles away (9 from the main island Penfret) off the South Brittany coast in France. One of those places that leave you believing you have stopped at the end of the world.

The Glenans archipelago is divided in two parts: the archipelago itself and the Île des Moutons (meaning Sheeps Island). They are separated only by 3 miles and the Moutons Island is almost two thirds of the way from Concarneau harbour on the mainland to the archipelago. That means you can make an intermediate stop at Moutons Island before entering the archipelago from the north. Moutons Island is an isolated island on which a lighthouse has been built. They are two mooring places on that island. The most popular is the north one where you can find some buoys on which you can moor. Moutons Island is perfect day stop for midday if the weather is fine. At low tide you can try to catch some lobsters or crabs you could eat few minutes later.



The archipelago consists of 13 main islands and many other islets and rocks. Its shape is almost a round where the high water in the middle of it is never more than few meters at low tide. That gives the water nice lagoon colours between green and turquoise. Some people say the Glenans Archipelago is a piece of Polynesia dropped in Brittany, which is not exactly the truth because you will not find here coconut trees and wahine girls. The main interest of the archipelago is that you can sail almost everywhere between the islands whatever the weather. Because of the numerous shoals and rocks surrounding the archipelago you will never find rough seas in the middle. But you have to take care of the currents and of the numerous hazards you can encounter in some places.

To reach the archipelago you will have the Penfret Lighthouse to help you as it can be seen from far away. The best way to enter the archipelago is by its northeast channel near the Penfret Island where the main base for the Glenans Sailing School is located. You can beach on the nice beach on the west coast of the island or moor just in front of it. During the day you will see the school dinghies going to sea, which is sometimes a nice show…

The other big island of the archipelago is St Nicolas on which some houses have been built. Nowadays there is no more permanent inhabitant on the island since the lighthouse keeper is now retired but during the spring and summer period there is a famous international diving school there and you will also find two little restaurants (opened from May to September) where it could be smart to book before the little ferries arrive. Here you can have a nice walk to discover the beauties of the smallest nature reserve in the world (only 22 hectares).

During the spring you can find the local daffodil. The main mooring is just southeast off the little village. During the summer period it could be difficult to find a free buoy there. The little wharf is only for the ferries and the fishermen. There is a very nice and almost white beach on the east side of the island, which extends to Bananec Island at low tide.

Just in the middle of the archipelago is the Cigogne Island (meaning Stork Island) on which is laying an ancient fortification owned by the Glenans Sailing School. At night you can sometimes have a nice meeting with the trainees and the teachers for a guitar party around a wood fire…

At the south point of the archipelago is the Loch Island, which is considerable interest. It is a private island but going onshore is tolerated. Ashore you will see the remains of an old factory. At the centre of the island is a little lake and you can also encounter some of the owner's ponies. The mooring is in the north in front of the nice beach.

If you are going to sail along the south coast of Brittany in France, the Glenans archipelago is the place you must not forget, as it is the perfect one for multihulls such as the Wharram catamarans. So much so that we can wonder why there is not yet there a meeting organized for/by the PCA members. You can find here all the ingredients for one of the greatest PCA meetings: several islands to sail between, nice beaches, shoal waters, two little restaurants during the spring and summer times. The only things you have to take care are the tide currents and the isolated rocks. For sure that could be the perfect place for the polycats whatever they are: trailer boats or blue waters ones. Is there anyone considering visiting?

Actually yes. Bertrand Fercot is planning a meet at Îles de Glenans on Bastille Day weekend.

Beale Park Boat Show

9-11 June 2006, Beale Park, Lower Basildon, Reading, UK www.bealepark.co.uk

JAMES WHARRAM DESIGNS

We are exhibiting one of our ethnic designs at Beale Park this year. This is the Tahiti Wayfarer. We will be stressing her possibilities as a Raid boat and will sail and scull her on the lake (using Yulohs). She was built in 2000 and taken to the Douarnenez Festival in France that year, as a double canoe. We then played with her and turned one hull into an outrigger and sailed that for a couple of years. We are now going back to the double canoe, are trying some new sails and spars and will be fitting side rudders instead of the hand held steering paddle we used before.

A Study Plan of the Tahiti Wayfarer is now available at £10.50 (£12.33 incl. VAT in UK and EU) + postage (£3 in UK, £4 Europe and £5 world wide) from James Wharram Designs. The Building Plans should be ready in June and be for sale at the Show.

The Tikopia Canoe Project (see pages 15-17) will also be on display, the Boatshow organizers want to make it a Publicity Feature, which should raise the public awareness and as a result we hope to raise lots of money!

To help with this, Ian Sharpe, who has been making beautiful radio controlled sailing boat models for years is bringing a model of a Tehini (See opposite). He has offered to raffle this model at the Show, with the proceeds going to the Project. Tickets are also for sale by post. £1 per ticket, buy as many as you like, please add £0.50 for postage.
Tickets will be sent in the week prior to the Boatshow. Send £ Sterling cheques, made out to 'Tikopian Canoe Project', to James Wharram Designs, Greenbank road, Devoran, Truro, TR3 6PJ, UK. We can take credit card payments over the phone, tel. +44 (0)1872 864792. Do remember that if you win the model and live far away you will have to pay carriage.

PCA presence

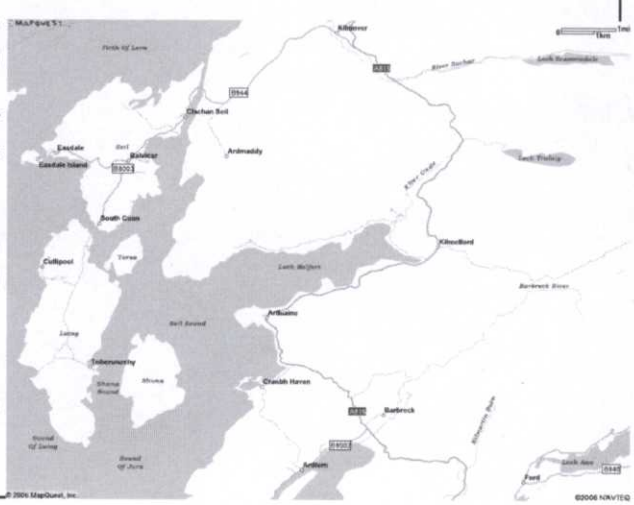
We visited this boat show for the first time last year to see the Tiki 8M first time in the water and were delighted by the whole ambience of the event.
Anita and I met quite a few PCA members and other interesting people by accident.
This year it will be deliberate. The PCA is sharing the stand with JWD and we will be promoting the PCA, selling merchandise and back issues of the SeaPeople plus we will have a Melanesia which can be paddled or sailed.

Ken & Anita Hook
PCA Secretary and Treasurer

Tehini model built by Ian Sharpe to be raffled in aid of Tikopian Canoe Project. Model is remote controlled and will have a **Tiki** rig on when raffled.

Scottish meet at Loch Melfort, June 23-25 2006

After a period of close to a decade, there'll be a PCA meet in Scotland. John Cooke is inviting one and all to the beauty of Loch Melfort, some 7-10 miles south of Oban on the weekend of 23-25th of June. John has just bought a Tiki 21 and is probably looking to show it off to all and sundry.
Loch Melfort is approx 4-5 miles long and 1-2 miles wide, but offers fairly sheltered sailing protected at it's mouth by the 5 mile long island,Luing and it's smaller sister isle Shuna.
Please advise John if you'll be bringing your boat so as he'll can offer crewing opportunities. If it's the first meet you'll be attending, please remember to bring your own provisions.
John says there's a campsite close by at Kimelford at the head of Loch Melfort, others are available nearer Oban (Oban Caravan and Camping Park & Oban Divers Caravan Park both SW of Oban). B&Bs plentiful but not on the internet.
I've never sailed in Scotland but am hoping to make the trek from Luxembourg.
Let's make this meet a success and not be another decade before the next one. Contact John Cooke at john@marwynandjohn.org.uk or +44 (0)131 447 9157 or +44 (0)7710 786029



A Voyaging Canoe for Tikopia

James Wharram/Hanneke Boon

All my life people have been helping me with advice, physical work and in providing me with hospitality. Then there are the people whom I have never met, but have provided me with inspiration; sometimes I think it will take several lifetimes to discharge the debts I owe.

One group of people who have provided me with inspiration during my whole sailing life are the seafarers of the past, in particular the Polynesians. In my design work, I have always honoured them. Now, 50 years since my first voyage on a double canoe inspired by the Polynesians, the 23'6" Tangaroa, there is an opportunity to discharge my debt to the people of the Pacific.

In January of last year, Hanneke had a heart-valve replacement operation. After a tense 32 hours under anaesthetic (due to some complication), she very quickly started to recover. A week later, sleeping/resting in our Studio and reading a new book, *'Collapse, How Societies choose to Fail or Survive'*, by Jared Diamond, who discusses the unique surviving self-sufficiency of the tiny, remote Polynesian island of Tikopia, Hanneke had a 'Vision'. We should build 2 Tikopian Double Canoes (by Andy Smith, our builder in the Philippines) and give them to the islands of Tikopia and Anuta (it's sister island), so they can continue to be self-sufficient and take pride in their ancient sailing heritage. The two canoes would then be sailed the 3000 miles to Tikopia along the ancient Polynesian migration route for handing over to the islanders.

There seems to be some power in Tikopia that reaches out to enlist needed help. People like Klaus Hympendahl, a yachtsman who spent time on the island, raised money two years ago and provided Tikopia with a much-needed medical centre www.helptikopia.de. Dr. David Martin, another yachtsman, is presently seeking help and advice to repair the Tikopian fresh water lagoon, breached by the sea during the disastrous cyclone Zoë in January 2003, http://home.netcom.com/~yellowrose/tikopia

The Tikopian double canoe design we intend to build for Tikopia and Anuta is the Child of the Sea, (Tama Moana in Polynesian), which when designed 3 years ago, was inspired by the unique hull shape of the original Tikopian canoes. In 1916, when Tikopia officially adopted the Christian church (Church of England), the Great Grandfather of one of the Tikopian Chiefs donated the island's 9m Sacred Canoe to the Bishop of Auckland. She is now displayed in the Auckland Museum and gave inspiration to the Child of the Sea design. Now 90 years later we can reciprocate this gift.

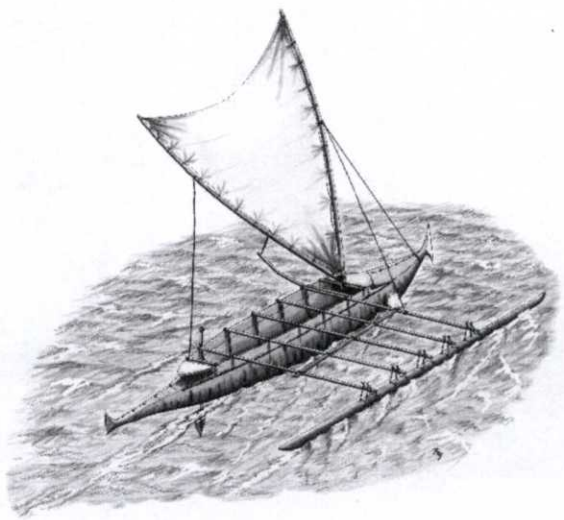
To make Hanneke's Vision a reality we need to raise money, as unfortunately we cannot fund this Project ourselves. The first £200 was donated at a fund raising lecture at the local C of E church and £72 by the school children of Devoran, who in 1997, after our visit to Tikopia, helped the island's school children by sending books. More cheques are already coming in from friends.
What is needed is around £28,000 - $US 50,000 per boat, plus more for organisational needs and making the voyage; a minimum total of around £80,000. Every multihull enthusiast, who like us, feels that he/she has benefited from the knowledge of the ancient seafarers of the Pacific now has a chance to give something back, by making a donation. Klaus Hympendahl is an active partner in the project and will try to raise money for one of the boats through contacts in Germany. Dr. David Martin is also joining the project as he feels we all need to work together to make the islands strong again.

We will be giving regular updates on the money raised and the building progress of the canoes, which will start as soon as there is enough finance to start building. Andy Smith and the Filipino workers at his yard are very keen to build these canoes and will be doing this at minimum cost.

Anyone with ideas and offers of help to make the project succeed contact us at info@tikopia.co.uk.

Donations can be made online on the website www.tikopia.co.uk or by sending a cheque made out to 'Tikopia Canoe Project' to James Wharram Designs, Greenbank Road, Devoran, Truro, Cornwall, TR3 6PJ, UK.

I first became aware of this project when I ran into James & Hakkeke with Andre Viljoen at the London Boat Show. I'd been musing the idea of a tee-shirt that would generate some income for both the PCA & JWD with just the simple "eyebrow" logo—I like simple, elegant designs and this one was has stood the test of time as James mentioned it's history from pre-Celtic times. I had always been led to believe it was the Hawaiian symbol for the owl.
Hanneke and I talked about a slightly modified tee-shirt and that profits be earmarked for the Tikopian project. Work has prevented me from finalising the design, what an excuse eh?, but I WILL have something done and approved by JWD in time for the next issue.
Dave Peak—Commodore



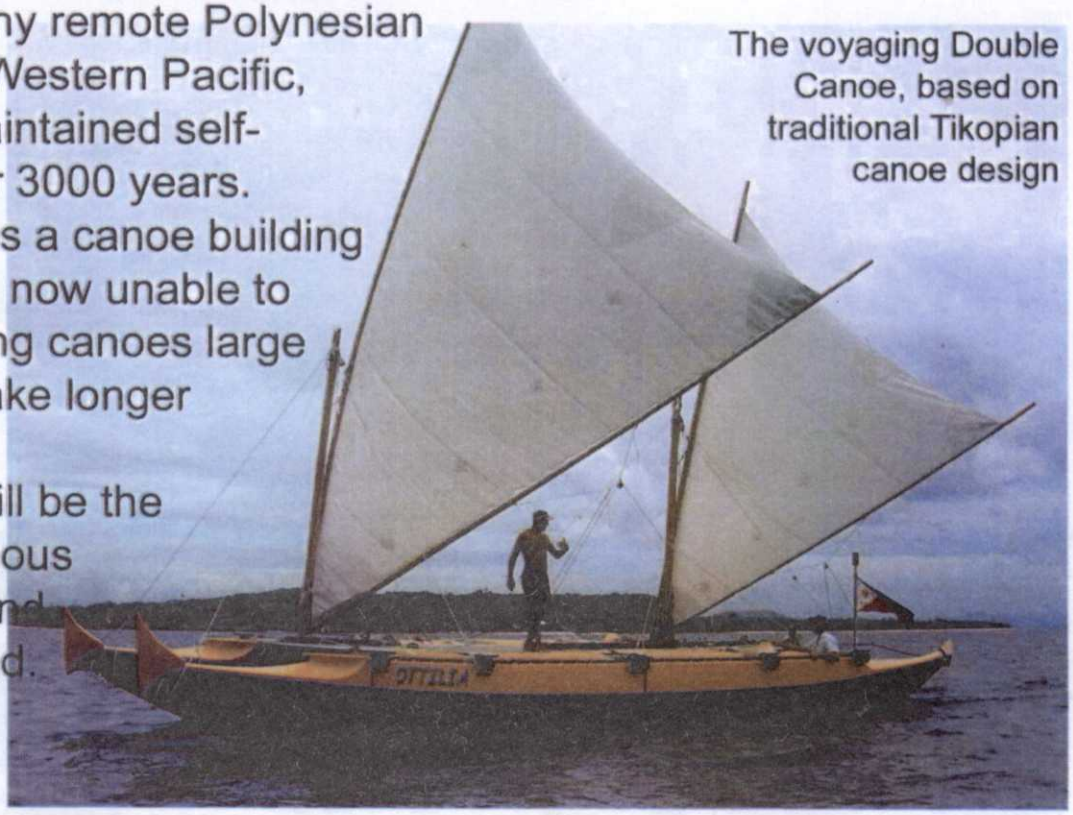
A Voyaging Canoe for Tikopia

A project to build a sailing double canoe for Tikopia

Tikopia at sunrise

The only transport vessel met by outrigger canoes

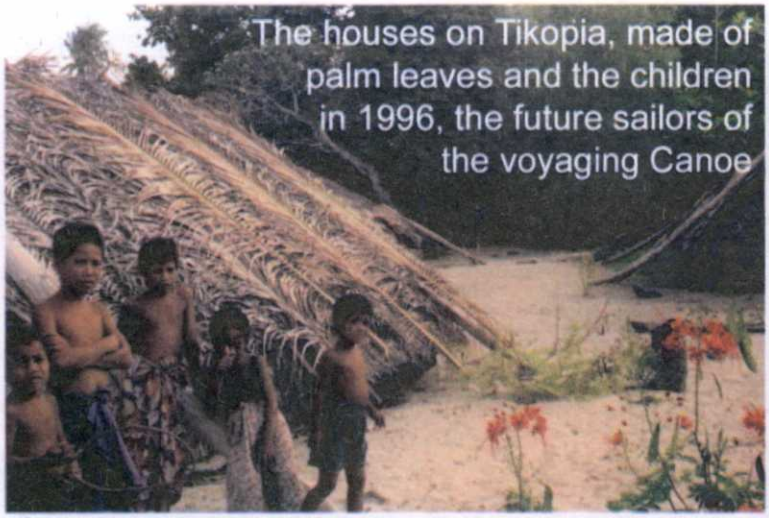
Tikopia is a tiny remote Polynesian island in the Western Pacific, which has maintained self-sufficiency for 3000 years. The island has a canoe building culture, but is now unable to make seagoing canoes large enough to make longer passages. This canoe will be the only autonomous transport to and from the island.



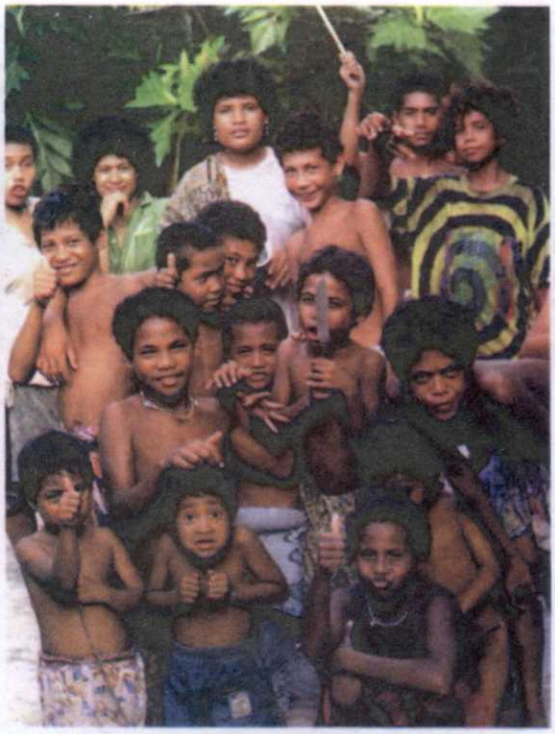
The voyaging Double Canoe, based on traditional Tikopian canoe design

100 year old Sacred Tikopia Canoe in Auckland Museum

Colour covers sponsored by Design Bureau, Truro

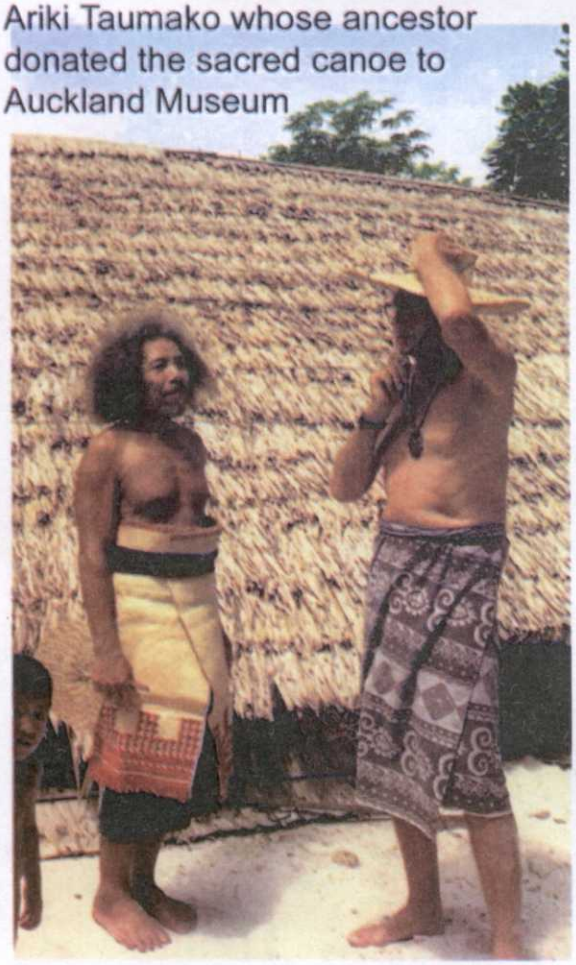


The houses on Tikopia, made of palm leaves and the children in 1996, the future sailors of the voyaging Canoe



James Wharram and Hanneke Boon in Tikopian Tapa dress presented by the Chief

Ariki Taumako whose ancestor donated the sacred canoe to Auckland Museum



Old Ariki Tafua aboard 'Spirit of Gaia' in 1996 and his son Edward, who now carries the title Ariki Tafua since his father's death

Klaus Hympendahl paddling a small Tikopia canoe

"Tanoa piti" Launched

Edeltrand & Günter Titze. Tiki38 #3

After 10 years of building our Tiki 38 " Tanoa piti" we launched her in Italy on August 2nd 2005. We went down to Corfu & there met James Wharram & Hanneke Boon.
We made a lot of changes. Nearly all construction is in sandwich ply/foam/ply. The underwater part is 10cm higher & so the hull length is nearly 12m, plus rudder 12.4m.
We made a cabin for navigation in front of the second mast & behind a cockpit with a diesel engine under the cockpit table & 2 hydraulic pumps, which drive the 2 props.
The steering wheel goes by hydraulic & the anchor winches too. We have wing sails with gaffs & booms & some foresails.
We are quite satisfied with our work, only two things we have to make better:

1. Riding at anchor the step (chine) of the hullside creates a lot of noise when the waves are splashing along.
2. The noise of the engine & the hydraulic has to be softened down.

So we shall go back to Italy where the "Tanoa piti" is being berthed now & do the work.

Edeltrand

Here's Ann & Nev Clements resolution to the chine noise issue >>>

Dear SeaPeople,
Rumor is going around about the chines on Tiki designs being a problem because of waves slapping and causing noise just there. Well they do not need to be noisy. Ours are silent and we really think they help keep spray off the boat, look good, aid buoyancy, add to bow lifting like ski tips when running in strong weather, and are excellent.

Here is what we did: I made a filleter out of some stiff plastic about 3" diameter and put in a fillet from bow to stern and twisted the filleter so I was tapering the fillet to nothing at the ends but it was full size in the middle of
the boat. This took a bit of time to get right the first time so I used extra slow epoxy mix and it was much easier as I got the hang of it doing the other three chines. I did the inboard chine fillets first because they did not show.

Honest, we have quiet chines. But without the fillets, it might be noisy.
Here's for quiet nights at anchor!
Love, Ann (Clement)

News from Sea People

UK — WALES

As threatened here are some recollections of an unusual cruise nearly 40 years ago:-

White Water catamaran – Not Quite! In 1967,I kept one of Jim Wharram's first 22' "Hina" cats at Deganwy on the Conway River in North Wales, near Jim himself, who lived on board "Rongo" after her third Atlantic crossing.

After several outings to sea, I decided that that weekend, the upper reaches of the Conway River should be explored. We sailed from Deganwy harbour as soon as the flooding tide floated the boat, headed upstream for the Conway Bridge (which we sailed under with it seemed about an inch of clearance above our mast-head), and headed upstream with a gentle following wind and strong flood tide.

Above the Conway Bridge the river opened out into a wide expanse for a mile or so before narrowing and passing through a gap between two short cliffs, where the strong flood current was notably turbulent with eddied, whirlpools and small standing waves. An uneven bottom, we thought. A very uneven bottom, we found!

We reached several miles inland, along the floor of the valley and reaching into the mountains until the river became a stream, not much wider than the length of the boat, and we ran aground on the shingle bottom in a few inches of water, threw the anchor out, erected the deck tent, and turned in for the night. With rare good fortune, the next morning the tide was ebbing and the wind was strong and blowing back towards Deganwy, so we made rapid progress under jib and half a mainsail (the throat brail was in tight, leaving just the lower triangle of the mainsail drawing). All went well, and all enjoyed the sound of a distant waterfall; the thought did occur to us that we didn't recall a waterfall nearby on the way up, and in fact we didn't recall a tributary at all...

Some minutes later, we were still enjoying the sound of the waterfall; indeed, enjoying it more, because it was louder.... and, it seemed, closer. And our studying of the sides of the valley in search of this elusive waterfall was interrupted by a shout of " Oh, goodness" from the skipper (well that was the gist of what I said!) as he put the helm down and ran the boat straight up the shingle of the bank.

I had seen that the river had suddenly just disappeared, vertically, about 30m ahead, and re-appeared, at a lower level, about 100m further on. As we walked to this point to investigate, we were open-mouthed to discover that the river bed dropped about 10 feet in as many yards, and not down a smooth slope, but with water tumbling over and around a series of dragons' teeth of 4 – 6 feet high narrow rock pyramids, with a deafening roar. This was our waterfall, (and our uneven bottom). There was nothing to do but wait, of course; and as the tide had turned by this time we sat, fascinated, as the rising flood reached the base of the rapids and slowly rose, covering the rock pillars one by one and finally bursting through the narrow gap and sweeping up the valley, at speeds of 7 – 9 knots, which we were able to make slow progress against with the aid of the following gale.

And then we returned to our mooring at Deganwy, and strangely enough, I have no recollections of that part of the cruise at all!

Cheers!

AUSTRALIA

Writing again on my progress of my Tiki30. Since I last wrote I have "almost" finished the lower hulls. Before I attach the bottoms of the bunks and the framing associated with them, I decided to paint all the storage areas under the bunks, and also the lower galley area in the port hull and the heads area in starboard hull. I think it would be very awkward to do this after the top of the hulls are fitted. A thing to remember is to mask up any spots where glueing is required. Also finished are the crossbeams, rudders, tiller arms and the gaff for the sail. A little work each night works wonders. I found using a paintbrush to coat epoxy on vertical surfaces nearly always ended with the epoxy running even though I brushed it out as hard as I could. I then used a roller "suitable for full gloss oil paints" to coat vertical surfaces and have had no runs. I use the Australian "boat coat "epoxy, which does not have amine blush problems. Of course I always coat where I can on my big work bench covered in plastic.
When I cut out a piece of timber or ply for one hull, I always use it as a template and cut out for the other hull.
Even if you haven't the room to do both hulls at once, still cut ply for both hulls but remember to mark what it is for.
As I mentioned in no 61 SeaPeople I am allergic to epoxy. I started out using breathing apparatus with a filter in a belt held air pump. But I found the filters still seemed to let some fumes past so I purchased a cheap vacuum cleaner which blows as well as sucks and a long length of hose which I attach to my face helmet. It was a bit awkward walking around with the hose attached at first (it tangled and caught on things) but I am now used to it and it works well. No more irritating itches and rashes. But I have learnt to have the vacuum cleaner well away from the work area.
But, as Ann & Nev Clements say, do a little every day and it certainly makes a difference.
Best regards,

Rob and Christine Sewell, Australia

Cat Knapp—Jack's Legacy — Sytze Riemersma, Tiki38 - *Anam Cara*

In memoriam; Jack Knapp

Jack Knapp was an American High School principal who lost his wife when he was around 40 years old. As there were no kids or family Jack collapsed, ending his job and having no meaning of life left. His doctor advised him to take some time off and that was what Jack did.

He bought a yacht, sailed around the world twice, first in a 38ft Tayana and the second time in a Hans Christian 45, in which he almost drowned because the boat filled up with water during a storm. He was working here and there to make a living. After doing this for 20 odd years he decided to settle down here in New Zealand. He sold his yacht and bought a car and caravan and started wandering around New Zealand staying in wonderful places for lengths of times enjoying this beautiful country.

After 2 years of wandering he ended up on Steward Island, a remote Island at the bottom end of New Zealand and started talking to boaties. Having been a yachty and fisherman all his life his blood started tingling again, he heard talk about a woman building a 30ft yacht and was keen to meet her. Jack was back into boating again. He was considering building or buying a Wharram designed catamaran. He was very impressed with Wharrams due to a meeting he had in the Panama Canal with Henk De Velde, after Henk and Gini had come through the cyclone in the middle of the Indian Ocean with their Oro. Jack assisted Henk through the Panama Canal, they talked and Jack was convinced that he needed a catamaran. I also knew Henk from the time I lived in the Netherlands before I immigrated to New Zealand, so we had a mutual interest in Henk's doings, which gave us something to talk about.

His first idea was to buy a Tangaroa but he could not find a decently built one that suited his requirements, so he decided to build a Tiki38 instead. That's when I got to know Jack. I met Jack in April 1997, when I ordered the study plans for the Tiki38 and inquired if there was someone around in the South Island, New Zealand, who had similar ideas and was building or planning to build a Tiki38 shortly. Jack happened to live 35km away from me, he had just ordered the plans, had quotes done for materials and had found himself a workshop and attached home for a reasonable price. He was retired, 63 years old and an ex Korean marine, he had never built a boat before and did not know how to work with epoxies and glass. I was reasonably experienced with boat building and epoxy work, so we came to an agreement that I would help Jack one day a week.

Jack would make patterns from every piece of ply that had to be screwed or glued to the catamaran, since a catamaran quite often has 4 parts of a similar shape or pattern and I decided the only thing I had to do is to build a Tiki38 as well, it means you use the same pattern 4 to 8 times. The only thing I had to do is to pull out the particular pattern required, put it on the ply, draw around it and then cut it with the jigsaw. Jack was very meticulous in his work and once phoned me, very upset that one particular measurement was 5 mm off from the original design on a length of 11.60 m. Jack started building one hull at a time, the biggest drawback was that there was not enough headroom to build the cabins on top and there was only enough room to build one hull at a time inside his workshop. So he finished one hull without a cabin, pulled it outside and built the other one. There were a few friends and me involved helping Jack. We always had a lot of fun and called ourselves the Rakiura Boatyard, buying tools and materials collectively.

Slowly but steady the cat came together, the cabins were put on top, the beams were fitted and we made good progress, so we thought. In 1999 Jack headed back to the States again for treatment of his cholesterol problem. He also had arthritis in his hands, caused by the fishing in cold water for many years, and needed treatment for that as well. Jack headed back to the States and it took quite a while before he returned. Half a year later he came back, he missed the mild winter season, so mild that I painted the cat outside. We pulled it apart and trucked it, hull for hull, to the fishing port of Bluff where we put it back together.

Now Jack could start the completion of his cat, with the beams, pod, mast step and the water tanks. He had an aluminium frame built for his 20 Hp Isuzu engine to be fitted in front of the pod. Because we were building two identical cats we had two mast steps built in aluminium, strength-wise better suited to carry the heavy mast that we had built, after we made some calculations on it. We also had, instead of the original engine pods, built aluminium water and diesel tanks for both cats. This whole setup, engine bed, diesel and water tank, was to be fitted between beams 2 & 3, thus carrying all the heavy weight in the middle of the boat. The original design of the pod was modified to suit the cold southern climate. A fixed roof with a sliding hatch was added.

Jack was planning to go the South Pacific, but Cape Horn was also in the back of his mind. The boat was built to do the job and Jack had total confidence in the design. When the boat-building came into its final stages, things started to slow down. I was unaware of Jacks deteriorating health, as I was busy on the farm during calving time. Luckily our Swiss friend Eric was around to finish the job. One morning Jack showed up and told us that he had cancer, but he still planned to sail away as soon as possible, so long as his health would let him. Sails were ordered and a launching date was planned. Two weeks before the launching date Jack rang and asked me to bring him to the hospice for a medication check up. He went in and never came out alive.

Jack's friends and I still launched the boat, we taped and photographed the whole happening and showed it to Jack while he was in the hospice, he was too weak to be there himself, but he enjoyed the tape and the photos and was proud of what he had achieved. One late evening Jack called me and asked if I could take him to Bluff Harbour to see "Cat Knapp" afloat. It was blowing half a gale and since the cat was on a mooring 200 metres out and Jack was in a wheelchair, I regretfully could not get him onboard. Jack died peacefully 7 days later on November 21 2001, aged 68. His ashes were scattered on his beloved Pacific Ocean and "Cat Knapp" was later sold to a caring owner in Nelson NZ.

The cat did not want to leave Bluff immediately. A fisherman

sailed into it doing some damage and when she was sold and ready to be shipped to Nelson on a cargo ship, it was blowing a storm and the prop system gave up when they tried to motor her to the cargo ship. Having no anchor or sails ready, they were onboard but not ready for use, Cat Knapp ended up on Foveaux Strait and had to be towed back in by the rescue boat. After the ordeal she was safely shipped to Nelson to her new owner without any problems. She was surveyed for charter without any major additions or changes. This shows what a good team, designer & builder can achieve.

I found the draft of this story hidden away, somewhere in my computer and I think I owe it to Jack that his story is known. We had some really good times together and made some good friends for life.

Quite often when I did not have the inspiration, a chat to Jack always got me going again and visa versa, it also gave me ideas for improvements that I could incorporate in my own project. My own Tiki38, Anam Cara, has been launched on the first of October 2005 and I'm very happy with her performance and her looks, but that's another story, due to Jacks spiritual inspiration and his strong desire to build and sail his own James Wharram, the designer and the design he believed in.

Moon & Tide

Ben Mullett

All of us must have been told when we were young that the Moon moves the tides by pulling the water around behind its gravitational field.

Some of us will recall being told how the Moon makes spring tides when the Sun is helping, and neap tides when it is not.

But how many of us can explain the relationship, and use the moon to predict tide time as well as estimating tide height?

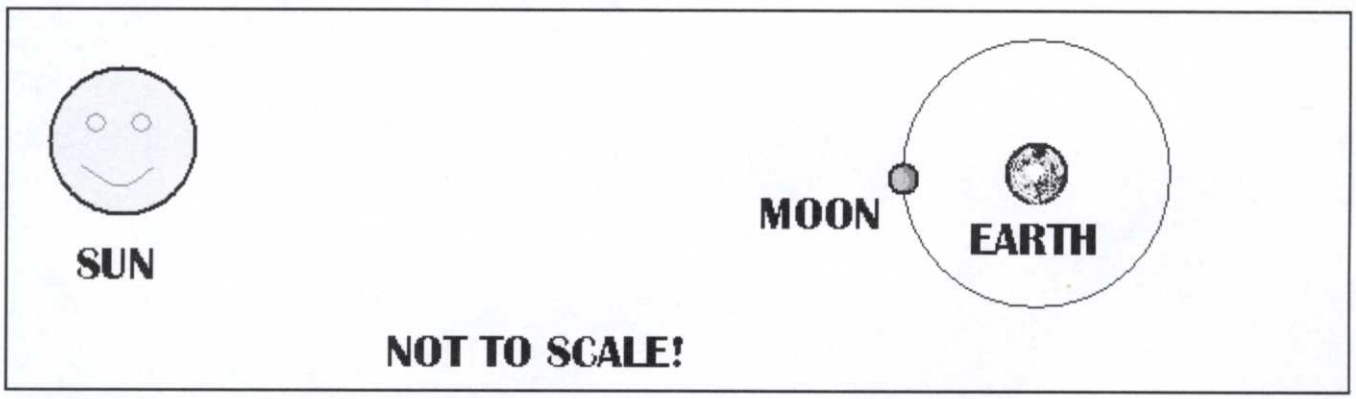
The basics....

The Moon and Sun attract the Earth, and vice versa. Everything is mutually attracted by gravity, thank goodness, otherwise we would fall off.

The Earth revolves around the Sun every 365 days (approx) , Moon revolves around the Earth every 28 days (approx), and Earth spins on its own axis once every 24 hours (on average).

As the Earth turns beneath it, we see the Moon sail across our sky - conditions permitting.

Weather is a problem we can ignore for simplicity. But even so, we cannot always see the Moon during daylight - although this can happen under the right conditions. In the scenario below, we would not see the moon, since it is near the sun in the bright daylight sky, and has its dark face towards us. But it is still there.



Moon & Earth

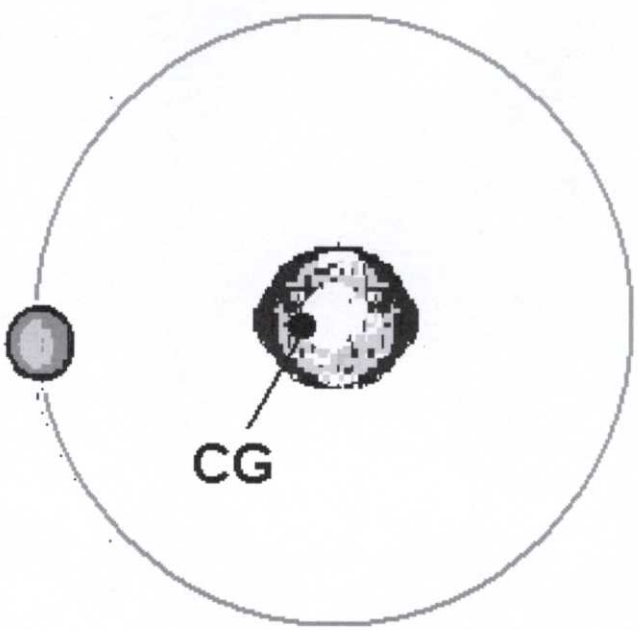
Consider first the Moon & Earth in isolation. The Moon seemingly (because the Earth spins daily) cycles the Earth every 24 hours - or thereabouts, since every 28 days the Moon does complete its own circuit of the Earth - the Lunar Month.

So each day the Moon takes 24 hours, *plus* 1/28th of a day to reappear over the same spot. That's why the tides happen at different times on succeeding days. They get a bit later each day.

Or to put it another way, the Moon appears over a new spot every 24 hours. We also observe that it rises and sets a little later each night.

Thus we can say that the Lunar tides on Earth will cycle in more than 24 hours, by an amount that is about 24/28 hours, or a bit less than an hour. Sound familiar?

But there are two tides a day, aren't there? So how does that happen ? There must be a second bulge on the other side, so how does that occur?

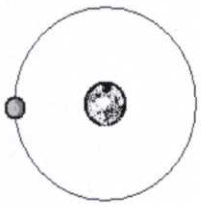


The Earth and Moon form a system, joined by gravity. The Centre of Gravity (CG) of the combined system is on the Moon side of the Earth's centre. This is the point about which the system truly revolves. The water nearer the Moon is attracted by the Moon, and the water on the other side is further from the CG, and Earth gravity is partially negated by the increased centrifugal effect, with another bulge as the result.

The tide follows the Moon's passage like a faithful dog, and the shifted CG also moves with it giving rise to the tide on the other side of the World.

Had you noticed that tides tend to go in pairs, one a bit higher than t'other? That's the reason. The tide 'beneath' the Moon is generally higher than the other one. It can be much bigger - some places have a negligible second tide - for example Karumba, Australia.

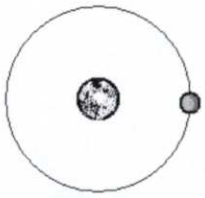
To summarise, the Moon attracts the water into a bulge; as the Earth spins every 24 hours, so the bulge moves around the Earth. As the Moon changes position in its 28-day orbit, so the bulge follows, a bit later each day. The offset CG creates another bulge of water the other side of the Earth, hence the second daily tide in most waters. Easy!



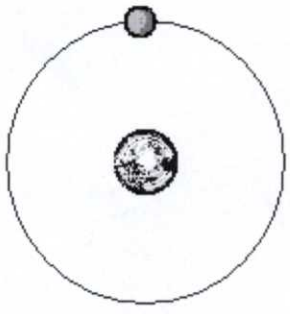
Sun, Moon, and Earth

But what of the effect of the Sun?

The Sun's gravity adds to the effect of the Moon in the diagram below, and makes



for higher tides - Spring Tides. In this illustration the effect is intuitive:



This position also provides Spring Tides - the Earth is between two gravitational fields:

Next we see Neap Tides - the Sun and Moon are at 90 degrees to one another:

Here the Sun tends to *reduce* the main tidal bulges, with a lower tidal range - Neaps.

In Practice

Thus we can say that a Full or New Moon means Spring Tides, and after 7 days it will be a Half Moon, which means Neaps. When the Moon is high overhead, the high tide is arriving soon - but the delay from Moon to High Tide depends on where you are.

After a 14 day cycle, Spring tides arrive again, and it repeats the year around.

With practice and experience, one develops a feel for the tides that is enhanced by knowing what is going on above. This can be of great value at sea, especially when approaching land with (perhaps) no local tide tables or only partial information.

It helps to have a Wharram too! Other boats may not take the ground well - even other cats.

The largest tides? These occur a day or two after the full or new moon nearest to the equinoxes. Spring equinox is usually the 21st March, and autumn equinox, the 23rd September. Don't get Neaped!

Full Moon, or very New Moon = Spring tides
Half Moon = Neaps
Moon above you = high tide approaching

Classical 'Harmonics' that are used in tidal predictions:

12 hour (12:00:00.0) repeated pattern (cycle) due to the gravity of the sun.
12:25:14.164 cycle due to the gravity of the moon.
24:00 & **24:50:28.328*** cycles caused by the differences in the two tidal bulges.
27.2122 day cycle caused by change in lunar declination angle
27.5546 day cycle caused by a regular change in the Earth-Moon distance.
29.5306 day cycle caused by the phases of the moon

*NB ***24:50:28.328*** *is close to* ***24 + 24/28***

A free global tidal prediction program for the PC:

WXTide - download it from :- **www.wxtide32.com**
Use it with caution - as you would any tidal prediction.

Double Tapered Masts—Bertrand Fercot Tiki 30 *Pha*

Building of double tapered hollow wood masts for a junk rig

I built the masts of my catamaran PHA (TIKI 30 with an advanced junk rig : Swing Wing rig) with stringers of wood. The masts are hollow with a round bulkhead every 50cm same as the nodes found in bamboo. Each hull receives a free standing mast just ahead of the main beam.

I scarfed together boards 25mm thick in order to get stringers of about 11m of length. I then marked and cut each stringer from the side of the board, alternately marking each one from the other end of the board. This gave me 12 double tapered stringers of 9.5 metre with minimum of waste.

Each mast is made of 12 stringers cut square on the sides, so you have a v-gap of 30° between each stringer.
All the bulkheads have 12 facets with a hole of 20mm in the center. They are screwed on a 10m board, every 50cm with the help of of a line to got a perfect aligment.

The bulkheads are in wood of 25mm, so it's easy to glue the first 6 stringers. After, with no hurry, we fill the 5 v-gaps with thicked glue epoxy (the inside face of the stringers has first received 2 layers of epoxy).

When the epoxy is hard we unscrew the bulkheads from the big board. A plastic pipe is put in the center in the 20mm holes to receive the electric wires. We turn the half mast and lay it in order to maintain its straight shape and we glue the last 6 stringers. Again we fill the 7 v-gaps remaining , gap after gap. After we sand the mast in order to have a good round shape.

The mast is made easy to handle by an iron tube in the center at each end and a piece of plywood is screwed on the bottom end in order to be able to turn it easily. With a roll of 15cm wide glass bi-axial cloth we glass it in one operation.

One person is slowly turning the mast and unrolling the glass cloth. The other person is rolling epoxy on the mast ahead of the cloth and then rolling on a saturation coat of epoxy onto the cloth. Before the epoxy has fully hardened, we added epoxy with fairing mix to allow us to sand afterwards without damaging the cloth.

To finish I added two layers of carbon-cloth from the foot of the mast until 1m above the deck.

The diameter is 20cm on the deck, 10cm on the foot and 8cm on the top. The keel is reinforced and the mast is put in the hull in order to mould the foot shape in the keel and to glue on the mast a big washer of plywood which is bolted on the deck and glued on the mast. This washer is shaped to the deck over a rubber washer.

I expected a weight of 50kg for each mast but in fact with the epoxy, glass-cloth and paint the total weight is 65kg and the hulls accept the mast without problem, the majority of the weight being low down on the boat. Sure a carbon mast would be lighter with a heavier price.

For the stringers and the circular discs, I used a Nordic pine wood named "épicéa" in French. My dictionary says spruce** but I'm not sure because the épicéa" is not so expensive as spruce.

On the sail plan I had only the indication of the Diameter : 200mm at deck with a wall of 40mm. I have a very usefull book : "Practical Junk Rig" of HG Hasler and JK McLeod . Normally the wall is 20% of the diameter but to simplify the making of the stringers the thickness is 25mm on all the length and I added circular discs near the deck

Bertrand

**Spruce is quite a generic term and can cover some 35 different types of fairly light weight woods.
Sitka spruce (*Picea sitchensis*—the latin names are usually best way of knowing exactly what you're getting) is the accepted "best" for mast construction. All spruces can be utilised in mast building as long as they are free from knots, some offering better (stronger or lighter) characteristics. Dave

Building Jumble — Tim Cox Tanenui "Jumble"

Carpentry

In 1986 I began building a Tanenui 28 in a friend's back garden. I hoped to be sea borne and in the warm waters of the Caribbean within a year.

After a weekend of frantic labour on the boat I would have hands like those of a bare fist fighter. Graunched and bloodstained, with swollen thumbs and everywhere ingrained with the residue of two part resorcinol glue. This brown glue came in two great five-gallon drums; you mixed it together in any handy plastic receptacle and then just waited to get it all over yourself. The glue somehow made its presence felt on virtually every garment I possessed, from underpants to socks.

The problem lay in the fact that, once two equal parts were mixed, the glue would set rock hard within minutes. Haste in its application led to the inevitable accidents and 'comprehensive adhesion', namely glue on everything from shoes to eyebrows.

There was, however, one glorious advantage to this kind of construction, the glue's ability to fill quite large gaps. With the judicious adding of woodchips, hideous miscalculations in measurement and sawing could be covered up. Indeed once the top decks had been covered in nylon fabric (recycled net curtains glued on with resorcinol glue- what else?) who was to know they had been hammered on upside down? Only me.

My only previous carpentry experience had been constructing tree houses with my brother King. And these had exclusively involved 4-inch nails, which bent at the third direct hit. For Jumble I had bought a huge lot of bronze grip fast nails, and these bent just as easily if not struck with precision.

It was several weeks before I had to accept that saws have limited lives and simply have to be thrown away when blunt. To sharpen a saw required skill beyond my wildest imaginings, but to throw away a saw that looked perfectly good to the untrained eye was to rail against the parsimony that was the bedrock principle of the impoverished Wharram builder. The Wharram magazine- 'Sailorman' (later 'SeaPeople' in recognition that women are, in fact, sentient beings) was full of articles explaining how old leather shoes could be cut up to form water pump gaskets etc.

But basic woodworking law made only slow progress in my brain, in the meantime cuts and scratches would accrue, like compound interest in the Bank of Carpentry Errors, on my hands in a welter of mildly infected wounds all partially sealed in two-part glue.

And the boat had an insatiable appetite for tools. I never had enough. There was always a job that required a bigger chisel or a smaller screwdriver.

Dr.Membrey has kindly given me the run of his toolbox, and this I took merciless advantage of. Down into the mewling mouths of the hulls went his precious hammers and spanners- all efficiently splotched with brown glue. But I was like an addict; the boat demanded more tools and engendered a new, harsher, morality in its constructor.

Clearly woodwork at school would have been far more useful than an obscure knowledge of the Dyak tribe in Borneo. By all accounts the Dyaks made pretty good dug-out canoes. Occasionally I would stand on the unfinished decks of my Polynesian catamaran in its Tunbridge Wells back garden and imagine myself anchoring off the Borneo coast to see a Dyak paddle along side,

"How do you manage without two part resorcinol glue?" I would ask.

By this stage I had been working on my own all weekend and the night would be drawing in, an hallucinatory state was easy to slip into as the brain trundled along in a kind of reverie, I could almost hear the sea and the slap of the bow wave…

Plans have to become dreams at times.

But initially, the plans that I had bought for the boat gave me a few nightmares. It was a little while before I realised that the various sheets of drawings were not always exact, and were, in fact, a bold, almost visionary, guide to construction. The plans were open to interpretation, like a religious text.

More fundamental mistakes could be made, and were. For instance when I went to purchase the deck stringers from the local timber yard I presumed the measurements to be centimetres as opposed to millimetres. Led on by blind faith I bought a huge amount of timber that was ten times two big. Back at the boat I struggled to see how these stringers would fit in a space clearly too small. Since they had cost a good half of my wood budget the reality was hard to accept. I looked at the plans, the wood, and the boat in turn, in desperate disbelief. (I was nearly fourteen before I finally accepted that Father Christmas might be a mythological figure). Accepting that I had bought the wrong wood came equally hard.

Building a 28-foot Wharram Tanenui catamaran from plans proved to be a far greater project than I had anticipated.

The Sitka Spruce Mast

The Forestry Commission agreed to sell me, to my immense surprise, three full-grown Sitka Spruce trees located in Abbotts Wood, near Lewes. All I had to do was locate them, cut them down and transport them home.

I had written to the Forestry Commission as a wild stab in the dark. My idea was to stay close to nature, and cheap. In retrospect it would have been far less expensive and quicker to buy a second hand aluminium mast, but inexperience led me down the whole tree route.

I had already invested in an adze, a kind of sideways axe, medieval in character, rather dangerous in action. The local Do-it-Yourself store had ordered for me specially, it was the first adze they had ever procured. The owner been rather surprised to find one listed in a vast tool supplier manual. With this instrument I intended to trim a Sitka spruce tree into a superb mast.

This was not as easy as I hoped.

First finding the trees themselves was no easy task. Although the Forestry Commission man had kindly issued

me with a map, it was not that exact. This was compounded by the fact that I did not know how a Sitka spruce differed from the various other pine trees growing in the vicinity. I had set my heart on a Sitka because the Wharram build magazine declared them to be the only tree worth considering for masts. I abandoned my Dad's VW Beetle on the outskirts of the wood and wandered haphazardly through the trees.

With a small copy of " A guide to trees" open in one hand I finally located the stand of Sitka circled in red on the Forestry Commission man's map. Sitka spruces are strong, durable, flexible but light. The superlatives expressed in books were persuasive, but in reality how on earth do you assess a trees height? I wandered round and round trees till I felt quite dizzy, for the life of me I couldn't tell if a particular tree was straight or possessed of a slight curve.

In the end I picked out three likely candidates for execution and marked them out with purple crosses of chalk.

Now I addressed myself to the problem of cutting down the trees and extracting them from the wood. Even I realised that lashing a 40ft spruce to the top of a VW Beetle would end in tears, I grudgingly accepted that I would need to seek help. Back in Brighton I rang Alan whose small advert in the local free paper declared he was capable of any job,

"Nothing Too Large or Too Small". It was this claim of coping with the "Too Large" that encouraged me. When I met him he confided in me that he had only recently started up in business and I was his first commission. He had a chain saw and a Landrover pick up, which was a good thing, but he had never cut down or transported a tree, which was a bad thing. His initial optimism was as unbounded as mine however and he got the job.

The next weekend we met up in Abbots Wood. Alan had convinced a friend of his with a removals van to turn up to transport the trees back to Brighton. This promptly stuck in the mud of the forest track and had to be winched out with Alan's Landrover. Its driver and owner, Gerry, lost his nerve at this point and indicated that he was intending to return home,

" I didn't think you meant real trees," he moaned to Alan.

They had a brief altercation before Gerry agreed to stay. I wasn't sure what Alan had said but Gerry looked quite pale as we trooped into the wood as if on an SAS mission with the chainsaw slung over Alan's shoulder like a machine gun.

The rain of the previous two days rendered the ground muddy, and it took me some time to realise that the marked trees had been washed clean. By this time Alan was in foul mood. In desperation I pointed to a likely Spruce and Alan set to with the chainsaw, the tree shortly crashed down through the undergrowth with hissing rumble. I walked up to fallen giant feeling like a murderer and attempted to roll it. I thought this would soon tell me if it were straight or not. It was impossible to budge. Even with three of us straining. The tree weighed far more than I had remotely conceived.

I stared down its length; I could clearly discern a curve.

"Sorry Alan, I think we might have to go for another one", I said. Alan just raised his eyebrows in reply.

About 45 minutes later we had cut down about six trees, all were either to short or bent. I felt like a serial murderer of trees.

"Do you actually have any *!$$$*! idea what kind of *! $$$*! tree you want?" asked Alan. Gerry stood next to him ever more disconsolately,

"I'll never get 'em in my van", he muttered. I was beginning to sweat in desperation,

"This one looks perfect!" I exclaimed.

In the end we claimed three trees from the wood. Alan reversed his Landrover as close as he dared and we hauled the spruce out using chains. Gerry's van visibly groaned under the weight and the trees stuck out about eight-foot at the back. It was all horribly illegal and Gerry's price had inflated to £30.

Back in Brighton I persuaded my house mates to man handle to trees into the back garden.

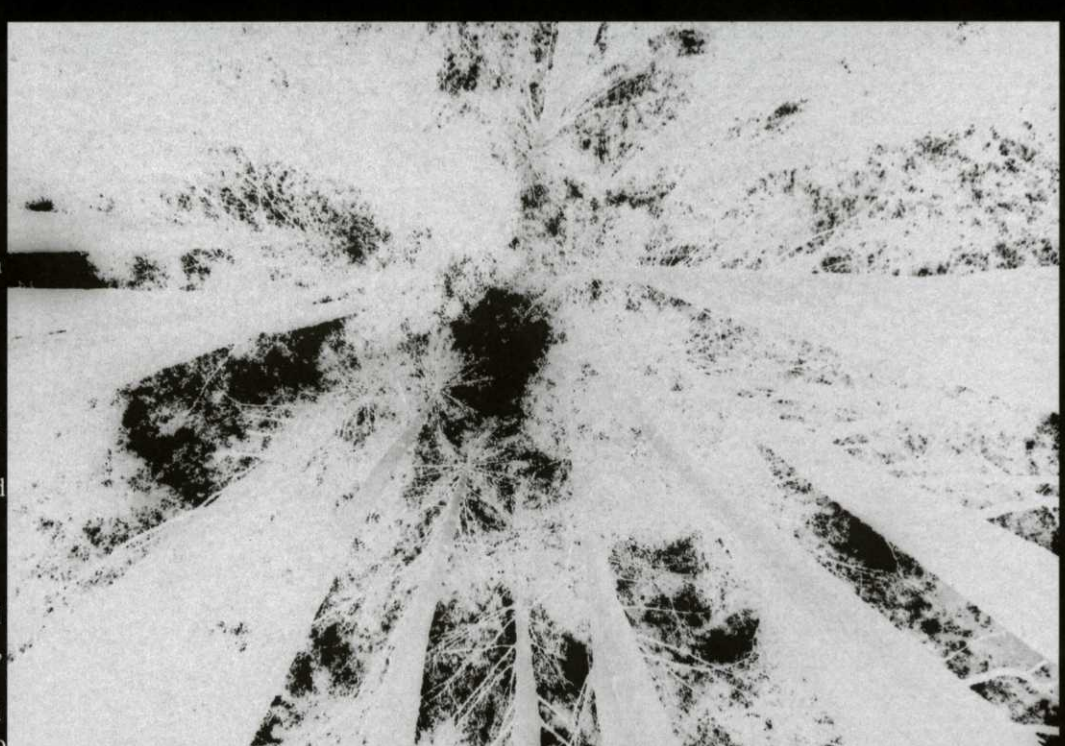
" I'll have them finished and out of here inside of 3 months!" I declared. In my dreams!

Adzing was a desperately hard process. I adzed day and night. I adzed till I grew great calluses on my hands. I adzed till I hated the adze. Sure enough the masts took shape, never quite straight and then, to my horror, as the wood dried out, long cracks appeared.

I poured linseed oil into these until the whole garden was permeated with the smell.

It was a grim business. But the boat finally got a wooden, slightly curved, spruce mast.

Taken from Tim Cox's forthcoming book



"If those tree murderers come back, we're all agreed that Bruce the Spruce falls on them and crushes them OK?"

COMMODORE'S EURO WINTER WANDERINGS

In attending various European boat shows, this winter, as I start to outfit my Pahi 42, I planned on trying to meet as many members as possible at low key socials.

Well some (Dusseldorf) went significantly better than others (London, Amsterdam) for a diverse number of reasons, weather, snow, had me stuck in Luxembourg for the Amsterdam meet and a last minute scramble found me phoning people (who'd indicated they might attend) including Paul Janson who I caught on his mobile on his way up to the show. Even the sparsely attended socials provided me with some very good feedback see below.

At Dusseldorf, it was good to put some faces to names (Gunter & Edeltrand Titze) and meet old friends (Dirk & Elisabeth and Pieter Wiegel), some not seen for years and meet new people who I hope to see yet again.

Even London, when there was NO planned contact (but ran into James & Hanneke, Andre Viljoen + bought furling gear) at all didn't mean it was a wasted trip on a personal level. We'll probably try and do the same next winter but hopefully I'll get notifications out about 3 weeks before the events. 2 weeks doesn't seem enough time, and more than a month is too far in advance, gets put to one side and subsequently forgotten.

Some points raised—thanks Daniele ;-)

Maybe the French would like to get help from the PCA in finding building materials at less expensive rates?

I'm in the process of setting up a PCA Builders Group so builders can benefit from bulk purchasing power of 350+ members, rather than just a single one. Initially it will be for UK members (largest %) but once that's started, Euro and US rollout should be pretty simple.

Speaking of building materials, as I listened to the BBC Radio 4 service, I heard that an English fellow has found a way to build surf-boards without having recourse to petroleum-based products. He has found a natural resin to replace the Polyester or Epoxy resins and a light-weight wood (not balsa, but a wood that is native to England or temperate climates). When some "Expert" -the BBC love experts- tried it out on the waves, he said that the surf-board was the heaviest he had ever carried but that it surfed better than many others. One problem, it costs -did I understand right?- £7000!! Could we start considering other materials than petrol-based?

In the past (about 3 years ago) I've been in touch with Tim (????) the chemist at Gougeon Bros (W.E.S.T. System) about the availability of a non-petroleum based epoxy resin. He directed me to an east coast US university that had done some initial research but my e-mails to them went unanswered. He also mentioned increased cost, from 5 to 10 times the price of mass-produced petroleum based resin would, in his opinion kill the idea, expect for pure research projects. It might be that it's time to revisit this as oil has doubled in price in those 3 years. Pitch—the pine tar resin would be a useful starting point I'd think.

In this book "Daughters of the Wind" written by David Lewis, I noticed he attributed a valuable qualtity to Plywood: the worms that gnaw through wood and are the damnation of boats in warm waters, cannot pass the barrier of the modern glues that hold the layers together. I know it's not good English, but I am too lazy to spend hours finding the passage in the book and copying the words I mean to use. I hope you've understood what I'm talking about. Is what he says true? Then, what about James' first boat that was gnawed to pieces and disintegrated in Trinidad?

Yes, it's true that teredo worms will not eat through the glue lines of plywood but James' original Tangaroa was built with simple softwood, not totally uncommon practice in the fifties.

The idea of having Wharrams in the Douarnenez Festival is grand!

Ilses de Glenans aussi! Bastille Day weekend

Are Pahis easy to manoeuvre, I mean for example, which would be easier to manoeuvre in a harbor with no engine available, a Tiki or a Pahi? I'm supposing that the classic designs are less easy, but I might be mistaken, taken the fact that JWD speak of a "redoubtable" someone who would sail his motorless Tehini up estuaries.

Sailing an engineless sailboat of any nature is a great testament to the sailors (and their boats) involved. What you really need is plenty of sail-power, something that was somewhat neglected or at least reduced to an afterthought by some earlier classic boat-builders, the sail plans of the Pahis were generally speaking an improvement and the Tikis even more so. Lots of sea-room helps and it was certainly less crowded on the water thirty/forty years ago.
It also should be noted that while an engineless sailboat could be a sensible choice for a world cruiser with all the time in the world to wait for the right wind, weather, current conditions whereas less so for someone with a boat on crowded waters such as the Solent were it might be an unsafe situation to place one's loved ones (friend/family/boat) in harms way on a point of principle.

Some outcomes of the various socials

* **Gerard Jansen has proposed a Dutch meet on the Markenmeer , with Gerard's Pahi 42 and Chris Brammer's Tiki 31 based at Lelystad Haven a mini cruise to Te Hooft opposite Muiden. Date to be arranged.**
* **A German meet in the Baltic is also being looked into details to follow.**
* **Glasgow Social May 28th 12:00-14:00 Campanile Hotel**
* **Work on a German language version of SeaPeople has commenced—Thanks to Dirk & Elisabeth**
* **Remy is close to having French language version**

DITTY BAG

DITTY BAG DITTY BAG DITTY BAG DITTY BAG

Free Advertising in the Ditty Bag for all PCA members. Boats, plans, or bits and pieces For Sale or Wanted. Offer or seek services as captain, crew, cook, bottle washer or bottom scrubber.

**** **Ditty bag ads will run automatically for 2 issues** (to give other members space), if you sell, let us know and we'll pull the 2nd ad. Also please contact us if a 3rd ad is needed*

For Sale—"Funky Flamingo" Tiki26 $5k obo
Very Solid. No Rot. Needs sails, rigging and major detailing. Can be made to trailer.
On Land in Marathon (Florida Keys).
Must Sell, Bought Tangaroa.
$5KUSD, obo. Call or email me for pix/list of changes: Dan Kunz. Email drkunz@hotmail.com (please put TIKI in subject line so its not trashed). 305 –664-0190

WANTED
Wanted **GRP** Tiki26 in good condition. I am based on the central South Coast, UK.
Send email to alexjcrook@hotmail.com

WANTED
Wanted - Wharram catamaran in the Tiki26 to Tangaroa range, 26 to 35 feet. I have sailed a Hitia 14 and Tiki 21 extensively and I am now looking for larger boat. I love fibre glass car bodies but want a wood/epoxy boat. If you have an unfinished project or a boat that needs repair or refurbishment or a boat that is ready to sail please give me a call.
I am based in the Wirral, North West UK.
Please call Brian Probert on 07815 750163.

Various used anchors for sale
7kg **Plow** (CQR style) £20 7kg **Danforth** style £20
8kg **Brittany** (+4m of 10mm chain) £30
8kg **Delta** style anchor£30
8 & 10mm short link anchor chain £2.00 & 2.75/metre
Lengths up to 30m available
Ken Hook email hook.ken@virgin.net
Tel 01202 531445

Unused Tiki 46 plans for sale (#22) €1,950
Discussions with JWD led to decision for bigger boat.
Roland.scheule@searesort.info
Tel +49 751 76956 Mobile +49 171 8160270

WANTED—new home and owner for HINA project.
See Page 39 SeaPeople #58
John Ashbury 01298814340

For Sale 1 Hinemoa hull
Unfinished project, part sheathed with Kevlar.
This comes complete with the plans to complete. Unfortunately for sale due to lack of time to complete. A great opportunity to get a good head start on a boat of your own for the silly price of £200.
Contact Si Belk on 01472 321753

Tiki 38 "Kamiloa"
Asking **€55,000** based Atlantic coast of France, near Nantes.
Need to sell as I want to build bigger boat.
Dominique Naulet email dnaulet@9online.fr
Tel 0251469444

Tane4Sale
My *Tane LL* is now for sale with new beams, lashing like Tiki26, more beam overall, new bridges, pod with lifting top, new cabintops, new tillers, new raised hulldecks etc.
price £5215 / € 7950
info : www.yspweb.net/Tane4Sale
e-mail: dihobi@web.de
Dirk Horstmann Tel. 0049 521 23 78 15

FOR SALE
6 inch x 27 foot aluminium mast. Made for Tiki 26 but overweight. Double sheave aft and double sheave forward integrated into spar. Professionally made by Sailspar. Rope clutches, tang backing plates and extras removed for new mast. Suitable as schooner rig for larger boat. Asking £150.00.
Located N. Devon. Call Jerry Slack 01271 817477

SINGLE SIDE BAND RADIO FOR SALE
Nev and I have decided our ocean crossing days are probably over. Our Kenwood TS-140S SSB is now for sale including our Smartuner SG-230 AUTOMATIC TUNER and associated wires and cables and an antenna. A new microphone is needed otherwise it all worked fine when last used two years ago with a borrowed mike. $300US plus shipping and it is yours. Or come to a US East Coast meet and take it home with you!
Ocean Weather Pilot Charts: South Pacific, Indian Ocean, Central American Waters & South Atlantic Ocean
Free if you pick them up! How about that?
Ann & Nev Clement
peacefour@pocketmail.com

Dittybag is now available online via the PCA Forum see website for details www.pca-seapeople.org
If you want to add a picture or an add to the online dittybag please send to pcapix@pca-seapeople.org

BOATS, SKIPPERS, CREW, BOATBUILDERS NEEDED for Canaries to Caribbean December 2006
Contact : jubilee@pca-seapeople.org or PCA Office

Letters Letters Letters Letters Letters

Do send us letters and postcards, emails, telegrams and porpoise post. It's good to hear how things are going in your part of the world, and to share your concerns.

Hi SeaPeople,

We just started to prepare our return to " Anna Sophia". This is quite strange as we have winter with lots of snow around our house here in the Vienna woods since beginning of November. To think of everything we will need in a tropical surrounding seems somewhat absurd. Thanks god we have our check lists.....

We will go to Paris by train and then fly from there to Martinique, the cheapest possibility from central Europe. (That doesn't mean that it is cheap at all!). On Jan. 18th or 19th we should be back at the boatyard in Le Marin. We will have to construct a new rig and I plan a few alterations using StaLok terminals. If it works well I'll send you a report.

The last issue of "Sea People" reached us a few days ago. Of course our main interest was aimed on the report of our friend Bertrand Fercot on their Atlantic crossing. But we were also very interested in Ben Mullet's report on the alterations of "Pilgrim's" cockpit. It is very similar now to our design for "Anna Sophia". It seems that the engine in the centre of gravity is really the best solution for the Tiki30 in the open bridge deck version. Ben's report on the Tiki30s on Lake Kariba in "Sea People" was the reason why I designed our cockpit version. We came to know "Pilgrim" when we visited Ben in Lanzarote on our way across the Atlantic in 2002. Now "Pilgrim" and "Anna Sophia" have the same engine (an 8 hp Yamaha 4-stroke).
Ben changed from a weaker 2-stroke engine and we had to change from the stronger Yamaha 9.9 hp 4-stroke. I think this is a good reason to recommend this engine for the Tiki30.

I enclose a few prints from our last sailing season in the Cribbean. For 2006 we plan to visit the Grenadines again and then make a second attempt to sail back to Europe via the Acores, this time most probably starting in Antigua.

Yours Guenter (Zimmerman)

Hello ,
Thank you very much for giving a copy of my letter to the Wharram office, I just received the plans of the Hitia 17 and the missing plans of the Tiki21 for Christmas.
I will try to find a portfolio to keep them flat in a dry and safe place away from the mice and cockroaches to avoid any further alteration.
The only problem now is that I have no more reasons to delay the building of one of this boats but it seems a lot of work.....even with the help of the cats.....
Best wishes for a Good 2006 Year
Didier Leprince
Martinique

Dear Editor,
After reading your plea for more material for the magazine, I would like to offer my help for those people without access to a computer or the internet. I can transcribe any handwritten letters/material to the computer, which would then be passed onto the editor. Unfortunately, due to me using an english keyboard, I can only transcribe letters written in english, for any oversea members, I suggest asking a local member if they can help. For those whose writing may not be so good (or too busy sailing to write!), I could accept cassette tapes. :-) I hope that this will help / encourage you all to get scribbling!
All the best, Anita. (@ PCA office

Thanks for the offer, also in general terms I can call on a couple of members who can assist in translating French & German text articles into English for inclusion in the magazine—Dave

Hi Dave,

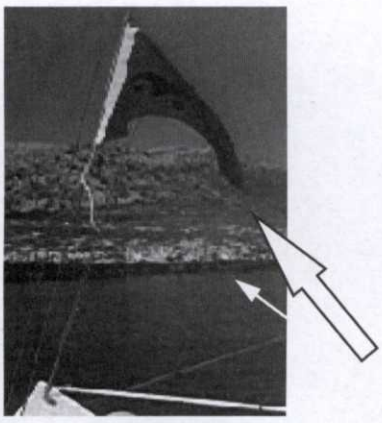
>> In response to query if they met up John Jameson when he was in Darwin on Taraipo.

No, unfortunately we didn't catch up with John on his way through – he must have arrived in the mid dry season when we were both flat out working, and LipaLipa was safely lying in the marina – this year Graeme worked away on a pearl farm supply ship to the Kimberley coast for much of the dry, while Emma travelled regularly out to remote coastal areas for her work for weeks at a time – we had to move into the marina, as we didn't feel happy with LipaLipa at anchor without our regular supervision – Darwin has huge tides, and is a challenging place to anchor, needing constant attention.

Graeme needed a break from the boatbuilding, and the work provided a chance to get out into the areas we hope to cruise later, as well as to fill the kitty and the energy banks. We took every opportunity we could while back in Darwin to make short day or overnight cruises, and live the lifestyle, but we are still working towards full sailing capability – hopefully in the next couple of months (just a few deck fittings and some minor adjustments to the masthead fittings to go!!). It has been great getting out on the water, though, and finally living the lifestyle we've dreamed about all those boatbuilding years. It takes a while for a boat to evolve into a comfortable home, and LipaLipa is getting better and better in this respect as we refine the deck shade system, the electrics and plug up a few minor wet season leaks. We beached the boat on several occasions to scrub the hull, and love this ability to simply access all parts of the boat.

So, we could probably write about these short journeys, and we hope we may write of longer voyages in the year to come

All the best,
Emma Watkins and Graeme Kelly
SV: LipaLipa, Darwin



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Reading matter? Back numbers of course!

Committee member Gerald Winkler shows our Burgee in the Adriatic That's the way to do it!

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****NEW** Baseball caps (as seen SeaPeople 62 back cover) One size, navy blue, white logo …..£6.00 inc P & P**

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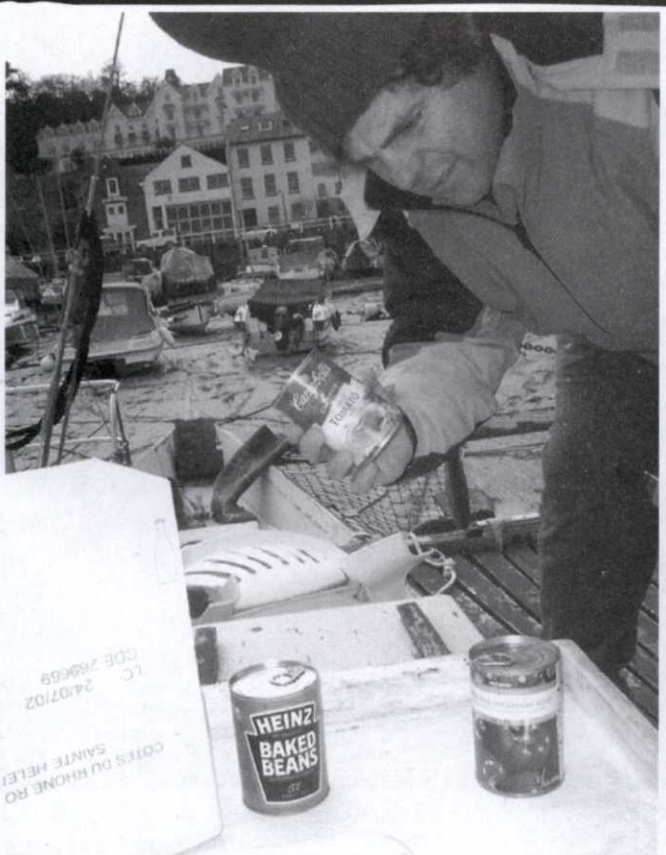
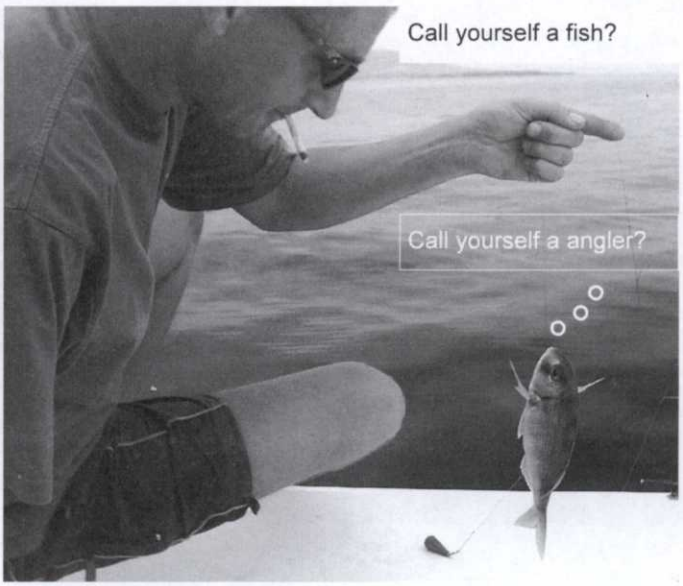
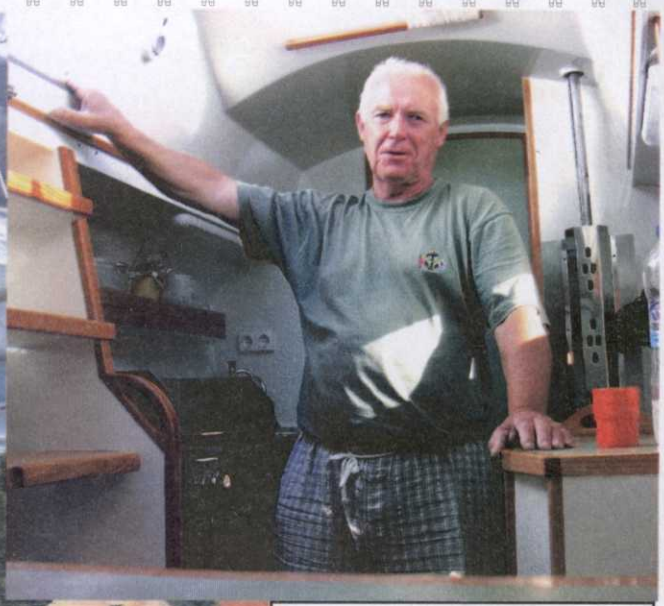


HUMOUR

The grim reality of the evenings fare brings more of a grinace than a smile to Tim Cox's face—Hopefully, the lubrication in the form of that case of Cote du Rhone (it is full of Cote du Rhone I hope) will ease the pain somewhat.



FACES OF SEA PEOPLE



Edeltrand Titze shows a guest around above decks while Günther is confined below decks. Pretty boat guys! Enjoy!

Simon & Nigel Dyer enjoy a quiet moment that sailing a Wharram can help provide